

China Mail

ESTABLISHED
1875

No. 19,758, HONGKONG, THURSDAY, MARCH 25, 1926.

PRICE, \$3.00 Per Month.

N. LAZARUS

Hongkong's Only European Optician
12 Queen's Road Central.
We have the most up-to-date
Equipment in the Far East.
All work done under the
supervision of a qualified
Optometrist.

Price considered, ESSEX gives the utmost transportation value. By all means learn the facts. Ask ESSEX owners. Take a ride. Note this smooth performance, not surpassed by any car. How simply it handles. How luxurious its riding ease. Then think of its price. Two of every three ESSEX buyers come to it from those who formerly owned cars bought chiefly for their low first cost. ESSEX has all the advantages of the famous and exclusive HUDSON patents. It is the finest ESSEX ever built. ESSEX holds its own in any company—in any service.
Touring.....\$2000 Coach.....\$2000
THE DRAGON MOTOR CAR Co., Ltd.

WHITEAWAY'S

GENT'S OUTFITTING
DEPT.
TENNIS SHIRTS



We hold a large range of Tennis Shirts. All English made. Well cut and finished.

WHITE TWEED.....\$2.95
CELLULAR.....3.75
COTTON REPP.....4.95
COTTON TAFFETA.....5.50
WHITE POPLIN
with open neck.....6.50
PAWN WOOL
TAFFETA.....9.50

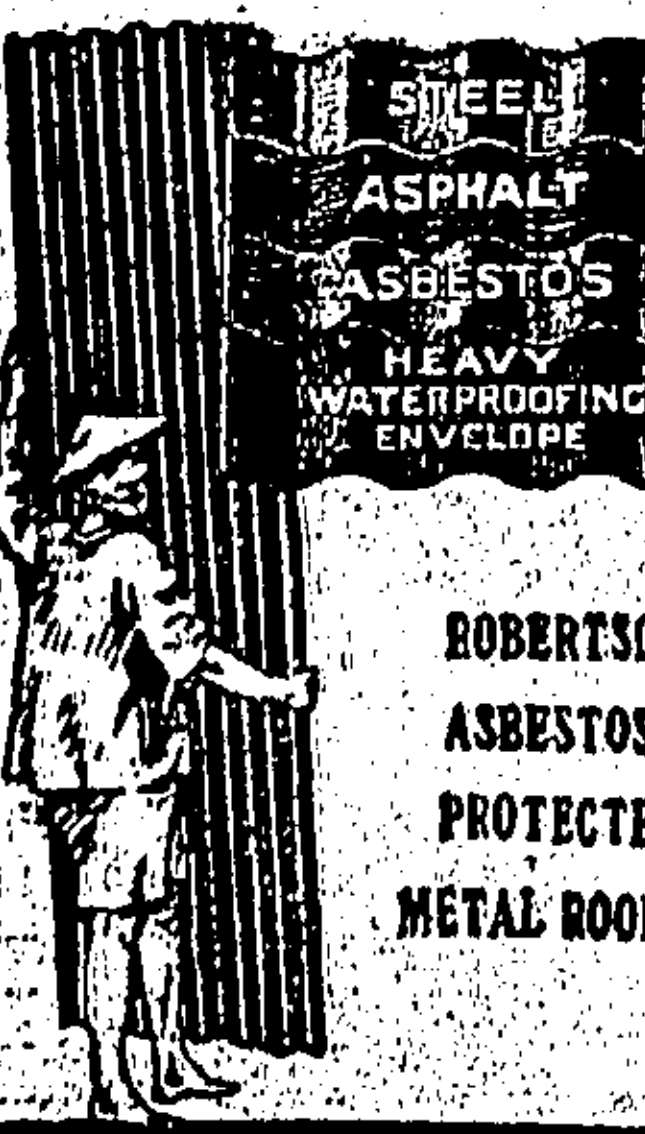


Is Guaranteed Fast Colour

THE "REOWN"
TUNIC SHIRT, with 2
collars. Well made from
good striped Zephyr.

PRICE \$4.50
CALL AND INSPECT

WHITEAWAY,
LAIDLAW
& CO., LTD.
HONGKONG.



ROBERTSON
ASBESTOS
PROTECTED
METAL ROOFING

Sole Agents:
DAVID BOAG & CO., LTD.
Bank of Canton Building,
Samson and particulars on application.

TANG YUK, Designer
to the late CHEN TING
14, D'Almeida Street
TERMS VERY MODERATE
Consultation Free

MRS. MOTONO.
ELECTRIC MASSAGE
514, Wyndham St., 2nd Floor.

EX-ARMY OFFICER.

SUES GENERAL CHAN LIM-PAK.

MERCHANT VOLUNTEERS.

Man Who Came From Zululand Border.

An officer with a distinguished Army career and said to be a relative of Li-Gen. Sir John Blaxall Woon who commanded the Secunderabad Division in India was the plaintiff in an interesting case at the Summary Court this morning.

The plaintiff was Capt. Harry Vernon Woon. His address being given as the Carlton Hotel, Hongkong.

The defendant was General Chan Lim-pak who was in charge of the Canton Merchant Volunteers.

Captain Woon's claim was that he had been appointed by General Chan in connection with the training of the Volunteers, that his services had been dispensed with without notice and that he was entitled to \$2,000. Half of this he waived to bring the action into the jurisdiction of the court.

Captain Woon's case was that he had been engaged verbally by General Chan in August, 1925, in connection with lending support to General Chan Kwing-min Plaintiff had come to Hongkong from Natal where he had been employed on the borders of Zululand. He had there read of the trouble between Hongkong and Canton and wondered if his extensive military and police service would be of use.

Capt. Woon's record was handed to the court showing that he was commissioned as a Lieut. in 1881 and had seen service in South Africa, Borneo and other places.

In a conversation which he (Capt. Woon) had had with General Chan Lim-pak in Hongkong on August 16, a salary of \$600 a month had been suggested, said the plaintiff, but the Chinese General said that the expenses were already heavy and eventually \$300 was decided on. He was later introduced to a Chinese gentleman and had received cheques from the latter whom he was told was responsible for the Merchant Volunteers' finances.

Spying Out The Land.
He had several times asked for instructions as to what he could do in Canton but other than a visit to Canton on September 3 "to look at the lie of the land" he had received no instructions. He was, however, told to hold himself in readiness.

In January of this year, plaintiff wrote a letter to General Chan Lim-pak asking for salary which was in arrears and asking if his services were not required that he should be given the necessary notice.

The Chinese General in reply assumed no knowledge of employment of plaintiff. Mr. Sheldon (plaintiff's legal representative in the court this morning) referred to "vague threats" which had been used in the course of this reply.

Plaintiff tried several times to get in touch with General Chan Lim-pak and was told that he was not in each time he went. He was also told that the General was in Hongkong but did not wish to see him.

Cross-examined by E. S. C. Brooks (for the defendant) witness denied that he had pressed General Chan Lim-pak to engage him and that the General could hold out no hope of anything definite.

General Chan's Evidence.

General Chan Lim-pak gave evidence, stating that he was head of the Canton Merchant Volunteer Corps under General Chan Kwing-min. Witness referred to his silk goods and mining interest in Canton, and said that he delayed going back to Canton for some time prior to September of last year as the feeling against capitalists was rather high. Captain Woon approached him in August and asked if he could find him employment in the police force at Canton. He referred to (Continued on Page 6)

ROPE CO. QUERIES.

BEING "WISE AFTER THE EVENT."

RENT FREE AT PEAK.

Mr. Kelly Sayce at Annual Meeting.

There was a time when houses at the Peak could be lived in rent free, said Mr. R. G. Shewan today when predicting that the Colony must regain its prosperity.

It was at the 42nd ordinary annual meeting of the Hongkong Rope Manufacturing Co., Ltd., held at the offices of the general managers (Messrs. Shewan, Tomes & Co.) this morning that Mr. Shewan spoke at some length. He also replied to questions by Mr. Kelly Sayce, who has been rather prominent in recent years as a result of the part he has taken at similar gatherings.

After the chairman's address, Mr. Sayce asked how much more cash was needed to complete the new building (for the company) in Kowloon.

Mr. Shewan replied that (as he had told shareholders in his speech) about \$320,000 had been expended and a further sum of about the same amount would be needed to finish it.

To Mr. Sayce's next query as to whether a loan from the bank would be necessary in the circumstances, Mr. Shewan said: No, we have our call on (capital).

Mr. Sayce then asked about interest on the money and Mr. Shewan replied that they would do as before.

A discussion between the two gentlemen ensued in which Mr. Sayce remarked that it had cost the company about half a million dollars to build their (Chinese) houses; they only got about \$19,000 in rent which was not enough to pay the \$23,000 interest.

Policy A Mistake?

Mr. Shewan: Yes, but we hope that the present conditions will not last.

Mr. Sayce asked Mr. Shewan if he thought it a mistake to build Chinese houses and transfer the factory to the mainland, which, in his opinion "loaded shareholders with empty flats and no dividend."

Mr. Shewan: We can all be wise after the event. This was done at the express request of shareholders.

Another question was if the locality of the new factory (in Kowloon) was thought to be suitable for the company's business. Mr. Shewan: Certainly, otherwise we would not have taken it.

Mr. Sayce: Do you consider the price we paid was cheap?

Mr. Shewan: It was very cheap at the time we bought it.

In conclusion Mr. Sayce said that he expressed the views of a large number of shareholders in asserting that the company should "get out of property and leave such to the land companies," and confine themselves to the rope business which had proved so profitable in the past.

There was no other question and the business of the meeting proceeded as outlined below.

Mr. Shewan was supported by the Hon. Mr. P. H. Holyoak, Mr. H. P. White, Mr. Allan Cameron (consulting committee) and Mr. J. Coulthart (secretary).

Shareholders present were Messrs. A. L. Shields, I. W. Shewan, D. W. Munton, J. Toppin, Kelly

an army career and medals which he had won. Witness had no intention of employing Capt. Woon. Capt. Woon mentioned that he could get 500 English soldiers to assist General Chan Kwing-min but witness did not like to have anything to do with it.

Witness knew nothing about cheques having been paid to Capt. Woon until he received a solicitor's letter. He never gave instructions for Capt. Woon to be paid anything on his behalf.

Mr. Brooks submitted that on the facts he had no case to answer. The plaintiff, he submitted, had "come along in the hopes of picking something up" and this, Mr. Brooks stated, was an attempt to extort money from General Chan Lim-pak.

His Lordship commented on the fact that plaintiff on his own admission had never had anything to do and said that he did not think the plaintiffs had discharged the onus of proof of a definite contract entered into. Judgment was given for defendants with costs.

SEA DISASTER.

EIGHTY PASSENGERS LOSE THEIR LIVES.

CAPTAIN AMONG VICTIMS.

(Reuter's American Service.)

Rio de Janeiro, March 24.

The latest report says that the explosion caused the loss of the steamer *Paes de Carvalho*.

Mighty passengers, the captain and two officers perished.

These were 78 passengers, and seven of the crew rescued.

[An earlier message from Rio de Janeiro had not come to hand up to the time of going to press.]

Sayce, C. H. Osmund, M. A. Fluevredo, F. J. Tavares and A. A. Botelho.

After the secretary had read the convening notice and the auditors' report, the chairman said:—

Artificial Competition.

"Gentlemen—We now lay before you the report and accounts for the year which closed on December 31, 1925, and as copies of these have been in your hands for some time past I will with your permission take them as read."

"When I addressed you about 12 months ago I said I could not speak optimistically about the prospects for 1925 and I am sorry to say that as you will have seen from the accounts my fears have been fully realised. The profit from sales of rope is \$50,478.56 and we collected \$19,895.21 in rents deducting depreciation \$21,008.05, interest paid \$22,561.14, consulting committee and auditors' fees \$24,775.99. Under these circumstances we regret cannot recommend the payment of a dividend on this occasion."

"As all our markets, we have had competition such as we have never before had to contend against. Factories in Manila can find a good market in the United States for their shipments go in free of duties which, as regards shipments of rope yarns from here, have just been fixed at 40 per cent. ad valorem; that is of course a very heavy handicap for us. As there are four factories over there you will appreciate that we have had a hard struggle to meet such artificial competition."

The political trouble at Canton which affected all our shipping customers was naturally reflected in our local sales which for the last half of 1925 showed a marked falling off as against those for the first six months of that year. Sales abroad also showed the effect of the competition I have just referred to. In face of all these adverse conditions it is not surprising that our total deliveries for 1925 show a reduction of over one million pounds and our net profits from working account are down to \$50,478.56 as against \$100,744.04 in 1924."

Hongkong To Weather Storm.

"The price of Manila hemp as usual fluctuated greatly, the quotation for the grade mostly used by us went from Pesos 35.00 per picul in January down to Pesos 23.50 in June when it began to rise steadily again closing at the end of the year at Pesos 35.00 per picul."

"Our investments are now all disposed of, the last sold leaving a profit of \$4,032.25 as shown in the profit and loss account."

"The returns from our house property have been most disappointing owing to the great exodus of Chinese during the strike. At the beginning of the year there were 64 flats fully occupied but in July the demand for these quickly fell off till at the end of the year only 80 flats were in occupation. Rents were of course reduced and our 23 houses which when fully occupied in normal times should bring us in about \$50,000 per annum at the rates we were obtaining before the strike are now only yielding us a total rent of from \$3,000 to \$9,000 per annum."

"But when we have shifted the old plant to Kowloon we shall have a site for 123 houses, of which only 28 have been built, in one of the most congested parts of the town standing in our books at the low valuation of \$6.50 per foot and which in normal times will certainly bring us in a large return."

"Rope business may be dull at present and house property depressed but Hongkong will weather this storm as it has done many others, for I remember the day when houses at the Peak could be lived in rent free, and better days will surely come for this and all other industries in the Colony."

(Continued on back page)

CANTON'S BOYCOTT.

RETROSPECT BY CHAMBER OF COMMERCE.

EFFECTS ON TRADE.

Incorporated with the annual report of the Hongkong General Chamber of Commerce is a review of the principal events preceding and subsequent to the strike and boycott.

It is explained that the review is mainly intended for the eye of overseas readers, and therefore there is much that can be passed over by the local Press as with much of the ground we are all familiar.

Thus, the Shanghai riots of May 30 are dealt with also the Shamen incident of June 23—the latter creating the necessary atmosphere in Canton for conducting the newly-established "National" Government on Bolshevik lines.

It is carefully explained that the strike in Hongkong—as a demonstration of sympathy with those who had been killed in Shanghai—was not actually a "strike," though that word was mistakenly and carelessly used and was responsible for much misunderstanding in Labour circles at home. It was an organised withdrawal of workers for political purposes, a form of non-co-operation—a Labour boycott.

From June 19 onward Chinese employees of foreigners left their work, with many expressions of regret and distress, and without making any demands for higher wages or improved conditions of labour—or, indeed, any demands whatsoever. They went out in response to methods commonly practised by agitators in China where secret societies, employing subterranean and unscrupulous methods, are common.

Reasons Unfathomable.

Unjust and unreasonable though it was, the reasons why Hongkong was included in this attack are not difficult to fathom. For many Chinese Hongkong and Canton are alternative places of residence; the two cities have always been closely associated commercially, and in recent years, during the frequent recurrence of civil strife in South China, Hongkong has often been crowded to its last Chinese cubicle with refugees. A daily ebb and flow of 50,000 people between the two places is not uncommon at such a time.

An anti-British agitation having begun—however, unreasonably—Hongkong, as the familiar local exemplification of the British Empire, was from the Canton point of view an obvious target. Hongkong school boys, emulating the example of students elsewhere, were the first to make a demonstration by ceasing to attend school. But the first serious manifestation of Hongkong's inclusion in the hostile policy took the form of a withdrawal of ships' crews on June 19. On June 20 the usual British river steamer from Hongkong failed to put in an appearance in Canton, her crew having left some hours previously. On June 21, all Chinese employed by foreigners on Shamen, Canton ceased work, leaving the foreign community practically isolated. Meanwhile, in spite of reassuring announcements (one of these was dated as early as June 12) issued by the Hongkong Government, promising full protection against intimidations, there was a general exodus of workers from the Colony.

In the course of the next two months, however, disillusioned "demonstrators" began to find their way back to Hongkong by devious routes, in order to avoid the attentions of pickets at Canton who dealt unmercifully with anyone whom they caught attempting to board steamers or trains for Hongkong. A form of punishment frequently adopted was to tie up the victim naked in the sun all day. Payment of a bribe to the pickets usually enabled the worker to reach Hongkong without interference, though later permits to visit Hongkong were only issued if shops guaranteed the worker's return within seven days.

After the Shamen incident the anti-foreign boycott was increased in severity, the Russian-Bolsheviks and the Shanghai and Shamen boycotting episodes to initiate their campaign against Great Britain, which having failed in Europe, was transferred to the East. But it was quickly realised in Canton that it was impossible to conduct a boycott of all nationalities at the same time. It was therefore decided to withdraw the boycott against all except British and Japanese. A

(Continued on Page 6)

CANTON SITUATION.

EACH SIDE HINDERS THE OTHER FOR A COUP.

CITY "OUTWARDLY QUIET."

Reports from Canton indicate that the situation is quieter and that conditions are reaching normality.

There is no denying the fact that each side seems to be waiting for an opportunity to bring off a coup.

Although General Chang Kai-shek's partisans scored the major material successes last Saturday, a number of leaders (believed to be loyal to him) have met with rebuffs.

Kuomintang Party continues. Each side seems to be waiting for an opportunity to bring off a coup.

Harbour Offences.

A number of offences on the harbour resulted in fines being imposed at the Marine Court this morning, as follows:—

(With previous conviction on similar charge), native boatman, \$20 for dredging in men-of-war anchorage.

Motor-boat "Wo Lee," \$15 for not having regulation lights, and \$7 for carrying seven passengers in excess of number allowed by licence.

Motor-boat "Hop Wo" and s.s. "Tabaquera," \$5 each, for failing to observe "rule of the road."

For going alongside respective steamers (as stated) when two other boats were already in position, \$5 each, on steam-launches "Yat Lee" (along s.s. "Telamachus") and "Kwong Yue Loong" (along s.s. "Hopsang").

CHINESE CHARITY.

Mr. Kan Ying-po was elected last night as the President, for the current year, of the Chung Shing Benevolent Society—one of the leading Chinese organisations of charity in the Colony.

Other officials elected included Mr. Luk Fung-shan (chief manager, Bank of Canton, Ltd.), Mr. Tsang Foo (coal merchant), Mr. Wong Kwong-tin (of the Kai Tak Co.), Mr. Lau Yuk-wan (Hong Nin Insurance Co.) and Mr. San Cho-wing (manager, Kwong Wing Hong and Kwong Wing S. S. Co.)

boycott of even these two nations was, however, found impracticable, and, therefore, as the British were regarded as the prime agents in the effort to maintain foreign rights in China, it was decided to concentrate on the British first. It has been openly stated in the "Canton Gazette" and other Chinese papers that "to-day it is the elimination of British trade and influence which is sought; to-morrow it will be the turn of the Japanese and after that of the United States of America."

Regulations were promulgated by the "All China General Labour Union" and the "Canton-Hongkong Strike Committee" governing trade in Canton. The effect of these Regulations was to allow all firms and persons, other than British, to start business again in the Native City, but not on Shamen. Further Regulations issued by the same bodies stated that no British goods might be brought into Canton, whether in foreign bottoms or Chinese. Further, no British ship might visit Canton and no ship of any nationality might call at Canton if it called at Hongkong. Similar restrictions were imposed at Swatow, which is only second in importance to Canton as an outlet for Hongkong trade.

Treaties Defied.

Directly after these regulations appeared, statements were published in the Canton Chinese newspapers that the new "Nationalist" Government was in no way responsible for them; nevertheless the Government allowed these extraordinary conditions to be imposed and to remain until the present time in defiance of Treaty Rights with China and the ordinary usages of intercourse between civilised nations.

The consequence was that when ships' crews gradually came back to work and British ships resumed running on some South China routes, there was still no possibility of British steamers trading in and out of Canton.

(Continued on Page 6)

WHITE TROUSERS

WHITE "VIVELLA"

Guaranteed unbrinkable

\$12.50. \$14.50

WHITE GABERDINE

\$16.50. \$19.50

WHITE DRILL

\$6.00. \$10.50

We Allow 10% Discount FOR CASH

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building,

Des Vaux Road.

Those who deal with us save the cost of the red nose advantage

AIR PRICES

FRESH STOCK

INE QUALITY

FAITHFUL SERVICES

TABAQUERIA FILIPINA

LEE GARDEN

(EAST POINT)

TEA DANCES

Every

SATURDAY

4.00—7.00 p.m.

\$1 per couple, tea included

Tables can be booked.

THE BEST SCENES IN CHINA'S HISTORY AND ART HAVE BEEN REPRODUCED IN THIS GREAT PARK. ALSO VARIOUS SIDE SHOWS.

OPEN 10 a.m. to 11 p.m.

English speaking guides for Europeans by arrangement.

Private parties for exclusive plain Chinese dinners can be fixed without notice.

Trams stop at entrance.

Motors can go up to dancing hall door.

JAMES S. McKENZIE

Tel. C. 2244. Manager.

FOR SALE

Spring Butterick

Spring Needle-Art

Spring McCall

Needle-work

Lands and Peoples

March Motion

Picture Classic

LEE YEE

No. 12, D'Almeida Street, HONGKONG.

HONGKONG HARBOUR

MR. DUNCAN'S DEVELOPMENT PLANS.

INTERESTING DISCUSSION.

The following appears in the annual report of the General Chamber of Commerce:

Much discussion of a preliminary nature took place, early in the year, of the report of the Port Engineer, Mr. John Duncan, M. Inst. C.E., on the commercial development of the port of Hongkong, but, later, political conditions drove the subject into the background. A lengthy summary of the report, with a general plan of the works therein described, appeared in the Chamber's last annual volume. With the co-operation of the Chinese Chamber, two meetings were held in the City Hall for the purpose of hearing from Mr. Duncan amplifications and explanations of portions of the report, which might be difficult for the non-technical reader to understand. There were present at these meetings members of the General and Shipping Committee of the General Chamber, and of the Committee of the Chinese Chamber, members of the Government, and of the Naval and Military Services, and members of both Chambers of Commerce specially interested in the question. Mr. J. Owen Hughes (Chairman of the General Chamber) presided, supported by Mr. Li Po-kuang (Chairman of the Chinese Chamber).

The first of these meetings was held on February 25, 1925. The Chairman, in introducing Mr. Duncan, expressed the regret generally felt in the Colony that, for health reasons, the Port Engineer would not be in the Colony to see even a beginning made with schemes for the development of the harbour, of which he had contributed such an important report.

The Port Engineer, at the outset, explained that it must not be assumed that the views expressed in his report or any remarks made by him at the meeting were the opinions of the Government. In considering the question of port development it was necessary to evolve a policy as a natural preliminary to the evolution and correlation of schemes of development, but this did not mean that the Government was committed to the views and policies he had set forth. He hoped that, at a later stage, the Government would give an intimation of its general policy in regard to harbour development.

Cheaper Handling.
In dealing with the question whether modern development of the port would result in cheaper handling, Mr. Duncan expressed the opinion that the charges at present levied for handling the trade of the port are too high and, together with the higher cost of storage as the result of the increased value of land, would, in his opinion, eventually result in deflection of trade, particularly the rice and flour trades. He expounded the statement in the report with regard to the rate of cargo-handling which was there taken at 200 tons per lineal foot per wharf per annum and claimed that, with modern developments whereby steamers make direct contact with the land, it would be possible to handle cargo at a much lower rate than the tariff at present levied by the various godown companies operating in the Colony. He did not wish to infer that the present charges were greater than they should be under the present methods of handling, but he sought to show, by taking various concrete examples, that it would be a financial advantage to provide wharves on modern lines.

The Port Engineer did not consider it necessary to deal with the question of the cost of the storage of goods, as a satisfactory return could quite easily be obtained on the value of the land, on which goods would have to be stored, as, after all, the filling material was a very small item compared with the cost of the quay walls, the return on which had been included in his consideration of the costs of handling as compared with the present tariffs.

North Point and Kowloon.
At a second meeting, held on March 3, Mr. Duncan continued his address, and urged that development at North Point would have the advantage, in contradistinction to development on the Kowloon side, of establishing competition in modes of transport. He believed transport by junk would prove the cheaper, but the existence of motor transport would tend to keep down the charges for junks. The fact that Chinese merchants had their offices on the Hongkong side was another reason for extending accommodation for the skippers of Chinese trade on the Hongkong side of the harbour, and reserving Kowloon for general cargo as at present.

Proceeding to a description of the various schemes for development shown on the plans, the Port Engineer emphasised the point that the schemes represented as planning of the harbour in the same way that the Planning Committee planned the land

areas behind the harbour. He did not, in all cases, recommend that the works shown be put in hand in the near future. An indication of the possibilities of development in areas not important at present but liable to become important in the future would, however, be of assistance to the Government as affording guidance in questions connected with the alienation of land which might ultimately be required for harbour development.

Present Needs.

Mr. Duncan emphasised strongly that at the present moment the general cargo trade of the port did not justify the construction of even the first sections of both the Kowloon Point scheme and the Hung Hom Bay scheme. In fact, the construction of the first section of the Kowloon Point scheme, together with the completion of the whole of the North Point scheme would satisfy, in his opinion, the needs of the present trade of the port. With the completion of the whole of the Hung Hom Bay scheme, the North Point scheme, the River Boat Central Depot scheme, the needs of the Port would be served for many years to come. Of the Hung Hom Bay and Kowloon Point schemes, he expressed the opinion that the former is not only located in the area best suited for development but is the scheme best suited for handling the trade, having in view the shelter of craft. He pointed out the disadvantages of the Kowloon Point scheme in that, as projected from a westerly direction, it would prejudice the entrance to the Admiralty wharves. The form of design would probably cause accretion opposite the wharves, and the speed of the current between Kowloon Point and Hong Kong Central would be increased. Such increased speed he did not think would result in prejudicing the entrance which, although being most suitably placed to the south, afforded no guarantee of shelter from winds of typhoon force coming from the south, as occurred in 1906.

Kowloon Point.
The Kowloon Point scheme had been drawn up to indicate the possibilities of development opposite the Kowloon Wharf and Godown Co., Ltd.'s premises, as, in his opinion, considerable should be given to the pioneers in the godown and wharfage business of the Colony. If found necessary, after the completion of Hung Hom Bay and North Point schemes, it might be found advisable, in the long distant future, to proceed with the Kowloon Point scheme in spite of its disadvantages, and so obviate the necessity of wharfage outside the limits of British territory.

After describing the schemes in some detail, Mr. Duncan referred to the question of policy which, although outside his province, called for decision before the relation of the various schemes to one another could be decided.

Government's Views.

The Hon. Sir Claud Severn said that the Government was extremely obliged to Mr. Duncan for his very complete and able report on the subject of the development of the harbour, and greatly regretted that Mr. Duncan's state of health would prevent him from carrying into effect whichever of the schemes were decided upon. The first of the two schemes which the Government felt were urgent was the one at Kennedy Town—which was entirely a matter for the Government to decide upon because, so far as could be seen, there would be no land available in connection with that scheme for any other than Government purposes, except, of course, that, after re-provisioning, a considerable amount of land would become available for sale in the area where the slaughter houses and cattle depot were established at present. The other scheme was the one for the establishment of a ferry to carry vehicles across the harbour; which was urgently required; therefore a ferry was urgent. These two schemes the Government hoped to proceed with at once; other schemes would follow, and if Mr. Duncan returned to the Colony in a few years' time he would probably see a good many of his schemes being carried into effect.

Many Complications.

Mr. A. G. M. Fletcher emphasised the urgency of the vehicular ferry and mentioned that the scheme at Hong Kong Central suggested by Mr. Duncan included a reclamation which would require a considerable amount of filling. The present owner of East Point was anxious to remove the whole of the hill and was asking for a place in which he could put the spoil. It would be most useful at the Hong Kong Central reclamation, and would be available to the Government at a much cheaper rate than material obtained elsewhere. It would assist the Government if the Chambers would consider this question at an early date, and put forward their views on the scheme which was, in a sense, Mr. Sutherland's scheme as now amended by Mr. Duncan. There were many complications—for example, the rights of the marine owners, which the Government could hardly ask the Chambers of Commerce to go into—but the Government would welcome an expression of opinion on the main question whether the

Chambers thought it advisable to have a large area in front of the present Praya for steamer piers, at which passenger traffic would be controlled on the lines suggested by Mr. Sutherland, as modified by Mr. Duncan. He asked the Chambers to consider these two points—the ferries and the passenger depot—as of great urgency.

Naval Criticism.

Mr. S. D. Carothers, Officer in Charge of Works, Naval Yard, thanked the Chamber for the invitation to be present, and went on to say that he could only express the greatest admiration of Mr. Duncan's report on the harbour, and especially on that part dealing with the analysis of trade. That part of the report was beyond all praise; it had been worked out with very great care and, he understood, had involved a great deal of research.

The only criticism that occurred to him was as to the depth to which it was proposed to take the projected works. There were three points of view in this matter: the point of view of the naval architect, of the harbour authority, and of the dock engineer. The point of view of the naval architect was simply this: that for the large ship the ratio of draught to length had not out of all proportion: the draught of the long ships at the present day was very much less than it ought to be. The point of view of the shipowner was exactly the same as the naval architect: the shipowner held the view that, for economy, a very much greater draught was required.

For the very large ships of the present day the ratio of length to draught was about 25 to 1, whereas the naval architect considered that it should be about 17 to 1. Actually, the average ratio of length to draught for the smaller ships of 2,000 to 3,000 tons varied from 11 to 1, to 14 to 1.

It was claimed that the increase in draught would not only provide much more cargo space but would permit of considerably lighter steel scantlings in ship construction. While the civil engineer might look on extra harbour depth with grave misgivings, it would appear that it must be accepted. A big ship today was claimed to be far too shallow.

A Unique Harbour.

Hong Kong possessed a unique harbour, with wonderful approaches, competing with any harbour in the world, and the only thing to be paid for was wharfage; Hong Kong had been given everything else by nature. The provision of wharfage should be simple, at \$20, or even at \$10, a foot. There should be, at those prices, a surplus for a sinking fund to make the harbour free of debt in a very few years. But he felt that a depth of 36 feet would have to be increased in a few years to 40 ft. and probably more. This was brought out by the fact that there were in the world 48 harbours with a depth of 40 feet, and these would act as an incentive to which other harbours must tend. He believed economic reasons would force the Colony to make the depth of the harbour in the neighbourhood of 40 feet, and he felt that at least one or possibly two of the wharves should in their design provide for that depth to be obtained eventually, without reconstructing.

The proceedings concluded with a hearty vote of thanks to Mr. Duncan for his interesting amplification of his proposals.

Cross-Harbour Ferries.

On March 4, the Government wrote to the Chamber, with reference to the discussion of the previous day regarding proposals for the development of the Harbour, that the Government regarded the suggested cross-harbour ferry as a work of considerable urgency, and would be glad to have the opinion of the joint Chambers on the subject at an early date. The Chamber replied, on March 26, agreeing that the cross-harbour scheme was of considerable urgency, and expressing the opinion that the work should be proceeded with as soon as possible.

The Chinese Chamber expressed its views upon the subject as follows:—"I am directed to state that this Chamber agrees with the views of the Hong Kong General Chamber of Commerce regarding the scheme as of considerable urgency, and that the work should be proceeded with as soon as possible. I am, however, to state that this Chamber has not in any way considered the question of control and police search, as indicated in Mr. Duncan's report. This Chamber would regard with apprehension any extension to the existing powers of search, or any scheme which would subject intending passengers to greater discomfort or inconvenience, as to all of which matters this Chamber will make representations to the Government and when the occasion shall arise."

Before Mr. Duncan left the Colony the Chamber wrote him the following letter:—"In view of your impending departure from the Colony this Chamber takes the opportunity of expressing its very high appreciation of your work for several years past in connection with the harbour, which has culminated in the production of a report concerning the development of

NOTICES

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-SEVENTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on FRIDAY, the 26th March, 1926, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1925.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1926, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, 5th March, 1926.

FOR SALE.

ON the instructions of the Public Trustee of England, the undersigned have been authorised to negotiate for the sale of the following properties:—

1. 67/73 (Odd Numbers) Queen's Road Central on Portion of Marine Lot No. 14.

2. 1/31 (Odd Numbers) Pottinger Street on Portion of Marine Lot No. 14.

3. 2/32 (Even Numbers) Chinese Street on Portion of Marine Lot No. 14.

4. 60/70 (Even Numbers) Des Voeux Road Central on Portion of Marine Lot No. 14.

5. 166/180 Praya East on Marine Lot No. 196.

6. 31,367 Square feet of Land being The Reclamation Road on Marine Lot No. 196.

7. 15, 16 and 17, Connaught Road Central on Marine Lot No. 367.

8. 18/23 (Running Numbers), Connaught Road Central on Marine Lot No. 368.

9. 36 Connaught Road Central on Marine Lot No. 379.

10. 37A, 37B, 38, 38A, 39 and 40 Connaught Road Central on Portion of Marine Lot No. 381.

11. Stephen's Building situated on Portion of Marine Lot No. 381.

12. 7 Robinson Road off Inland Lot No. 113.

13. 9 Shelley Street on Section B of Inland Lot No. 119.

14. 44 Bonham Road on Portion of Section A of Inland Lot No. 591.

15. 46 Bonham Road on Portion of Section A of Inland Lot No. 591.

16. 4 Peak Road on Remaining Portion of Inland Lot No. 548.

17. 9 Mountain View, The Peak, on Section A of Rural Building Lot No. 60.

18. 10 Mountain View, The Peak, on Section I of Rural Building Lot No. 60.

19. 5 Stewart Terrace, The Peak, on Section E of Rural Building Lot No. 9.

20. 1 and 2 "Dilkusha", situated on Section A of Kowloon Inland Lot No. 599.

21. 52,453 square feet of land being Kowloon Inland Lot No. 538.

22. 255 and 257 Shanghai Street, Yaumati on Portion of the Remaining Portion of Section B of Kowloon Marine Lot No. 29.

23. 132, 134 and 136 Reclamation Street, Yaumati on Portion of Section B of Marine Lot No. 29.

24. 162/180 (even Numbers) Reclamation Street, Yaumati on Kowloon Inland Lot No. 674.

25. 182/200 (even Numbers) Reclamation Street, Yaumati on Kowloon Inland Lot No. 712.

26. 202/220 (even Numbers) Reclamation Street, Yaumati on Kowloon Inland Lot No. 878.

27. 2,375 square feet of land being Kowloon Inland Lot No. 422.

28. 439, 441 and 443 Shanghai Street, Yaumati on Kowloon Inland Lot No. 1518.

29. 531/553 (odd Numbers) Shanghai Street, Yaumati on Kowloon Inland Lot No. 1102.

30. 647, 649 and 651 Shanghai Street, Yaumati on Portion of Kowloon Inland Lot No. 1081.

31. 6,793 square feet of land being Portion of Kowloon Inland Lot No. 1081.

For further particulars apply to MESSRS. DEACONS, Solicitors,
1, Des Voeux Road Central,
Hongkong, March 20, 1926.

the Colony's chief asset which may without exaggeration be described as monumental and is likely to be the standard work on the subject for many years to come. The Chamber sincerely regrets that health reasons prevent your remaining to superintend the completion of some part at least of the comprehensive programme which you have laid before the Colony. The Committee wish you renewed health and an extended career of usefulness at home.

NOTICES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN

that the Forty-first Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 27th March, 1926, at 11 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1925.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, the 19th day of March, to MONDAY, the 29th day of March, 1926, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, March 15, 1926.

THE HONGKONG & WHAMPOA DOCK CO., LIMITED.

NOTICE IS HEREBY GIVEN

that the ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, 2 Queen's Buildings, Hongkong, on MONDAY, 29th March, 1926, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1925.

The SHARE REGISTER AND TRANSFER BOOKS will be CLOSED from the 23rd to the 29th March, 1926, (both days inclusive).
By Order of the Board of Directors,
R. M. DYER,
Chief Manager,
Hongkong, 18th March, 1926.

HONGKONG JOCKEY CLUB.

THE FIRST EXTRA RACE

MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 3rd April, 1926, commencing at 2.30 p.m.

The First Ball will be rung at 2 p.m. The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies.
Soldiers and Sailors in uniform: half price.

Members are advised that they must show their Badges, to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linseed & Davis at \$5, each up to Thursday, 1st April.

The charge for admission for Ladies to the Members' Enclosure will be \$2.—Each member can obtain, upon application to the Secretary, Badges for the admission of 2 Ladies free of charge.

Hongkong, March 23, 1926.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE - - 30 cts. PER COPY.

The "Overland China Mail" is obtainable every week on Friday morning at the office of the publishers (China Mail Building) 5, Wyndham Street in ample time for the mail.

CONTENTS.

Page.	Page.	Page.
Domestic Occurrence 1	Fraud Alleged 19	
Leading Articles 1-4	Silver Wedding 19	
Correspondence 4-5	Won on Points 20	
Robber Attacks 5	Race Entries 20-21	
Yellow Dragon 5	Coming Here 21	
Weather Omen? 5	Physical Culture 21	
Police Conference 6	Cricket Notes 22-23	
Going Home 6	Local Cricket 23-24	
Students' Action 7	At Loggerheads 24	
Arms Possession 7	"White Wings" 24	
Chartered Bank 7	A Lost Wife 24	
A.P.C. Oil 7	League Points 25	
Jump From Ship 7	Jewellery Haul 25	
Noted Visitors 8	Three Years 25	
Soccer in Rain 8	"The Quaints" 26	
Articles Signed 8	Harbour Collision 26	
Prince George 8	Canton Coup? 26	
Accidents 8	Strike Pickets 26	
Peak Burglary 8	Mr. Southorn 26	
Trade Figures 9	\$12,000 Wanted 27	
Kowloon Corner 9	Home Nuptials 27	
Volunteer Orders 10	Held in Chains 28-29	
Treasury Bills 10	Armed Robbery 29	
"There Is Hope" 10	Canton Cables 30	
K.K.A. Doings 11	Canton Blame 30	
Fortibly Taken 11	One Of A Series 30	
St. Patrick's Club 11	Magistracy Items 31	
A. S. Watson 11	Race Meeting 31	
Fire Facts 12-13	Increased Sales 31	
Local Industry 13	Bomb Plot 32	
"Illegal Tax" 13	Colony's Health 32	
Share Values 14-15	Living Costs 32	
Broker's Loss 15	Court Incident 32	
Making Merry 15	A.A. Facilities 33	
Estate Duty 15	\$50,000 Case 33	
Share Quiet 16	Home Sport 34	
In Bankruptcy 16	"Hong" Golf 34	
Dock Co.'s Loss 16	Sanitary Summons 34	
Bomb Case 16	New Trams 34	
Sanitary Board 16	Govt. Contracts 35	
Local Wireless 17	Junk Pirated 35	
\$15,000 Proceeds 17	Freight Charges 36	
Good Advice 18	L.M.S. Hospital 36	
	No Profits 36	
	Geneva Critics 37	



"To save cost of your NEW curtains, simply send them to the INTERNATIONAL CLEANERS. They will return them fresh and smart within a few days."

19, WYNDHAM STREET



Drink Milk = =

and Be Healthy!

NATURE—in her all knowing ways—prescribed Milk as the first food for the infant. And she intended her children to use this body-building food throughout their lives.

This Milk should be pure. Our Milk is from tested cows housed under strictest sanitary conditions and must come up to our Standard of Purity and Richness daily. All bottles standard size, Imperial capacity, thoroughly sterilized after leaving the washing plant. Any delivery undertaken.

DRINK MORE MILK AND BE HEALTHY.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

DODWELL COMPANY & LTD.,

FOR BOSTON AND NEW YORK Via SUEZ.

S.S. "WRAY CASTLE" ... Sailing on or about 19th April

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FUMM).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE
OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI

From Hongkong:

S.S. "FIUME" ... 7th April
M.V. "VIMINALE" ... 5th May

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hongkong:

S.S. "VENEZIA" ... 29th March
S.S. "ROMANORA" ... 12th April
S.S. "FIUME" ... 3rd May
M.V. "VIMINALE" ... 31st May

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 31st March
S.S. "UMSINGA" ... Sails from Colombo 12th April

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
ALASKA MARU ... Friday, 18th April

SHANGHAI, YOKOHAMA, KOBE & MANILA—Via Singapore, Colombo, Suez and Port Said.
LAPLATA MARU ... Wednesday, 14th May

SONBAY—Via Singapore and Colombo.
HAMBURG MARU ... Monday, 13th April

BURNEO MARU ... Tuesday, 14th May
HUMARA MARU ... Wednesday, 14th May

YOKOHAMA—Via Singapore and Colombo.
OSAKA MARU ... Monday, 29th March

SEATTLE MARU ... Tuesday, 17th April
VICTORIA MARU ... Friday, 25th March

AFRICA MARU (From Shanghai) ... Friday, 25th March
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

AFRICA MARU (From Hongkong) ... Thursday, 1st April
AFRICA MARU (From Hongkong) ... Thursday, 1st April

FIRST AID.

THE NEED FOR MORE
TRAINING.

H.E.'S VIEWS.

An interesting event was the display yesterday by the St. John Ambulance Brigade and the investiture of members with medals by H.E. the Governor.

After the inspection a very smart demonstration in treating accident cases was given by the Brigade, the members then forming up round the saluting point for the investiture. Details of the acts for which the medals were presented being read out by Mr. Morris, Deputy Superintendent, the awards were each placed on a silk cushion bearing the insignia of St. John of Jerusalem and pinned upon the breast of the recipients by His Excellency. The awards were:-

Honorary Knight of Grace.—Mr. Ho Kom-tong, "For valuable service rendered to the Order."
Medals of the Order.—"For conspicuous gallantry in saving life at imminent risk."

Silver Medal.—E. Ralphs, (Assistant Commissioner, in charge, St. John Ambulance Brigade).
Bronze Medal.—D. Burlingham, (Assistant Superintendent, Hongkong Police), H. T. Brooks, (Superintendent, Hongkong Fire Brigade), J. Condon, (Assistant, Hongkong Fire Brigade), G. A. Hyder, (Lieut. Colonel, St. John Ambulance Brigade) and H. Bruga, (Scout Master, B. P. Boy Scouts).

Belilus Medal.—"For conspicuous bravery."—Fan Lam and Lau Kiu, (Hongkong Fire Brigade), Chak Tai-kwong, Szeo Chung and Leung Sul-sang, (St. John Ambulance Brigade).

Trophies were then presented, these being:-
"Ralphs" Shield, (For General Efficiency, at Annual Competition), L.M.C.A. Division; "Lau Chu-Pak" Duty Cup, (For best record of actual Ambulance duty performed during 1925), Indian Division; "Holyoak" Attendance Cup, (For best attendance during 1925), Railway Division.

The Governor's Speech.
Addressing the parade, His Excellency said:-

Officers and men of the Hongkong Branch of St. John Ambulance Brigade,

I am glad to see so large a muster on parade and I congratulate you on the efficient display of "first aid" which you have just given. As the years go by I hope to see a very considerable increase in your numbers; for I attach great importance to the training in "first aid" of the Hongkong Police, of the Hongkong Fire Brigade and of the employees of the Kowloon-Canton Railway. It is also very much in the public interest that the employees of certain public utility companies should receive such a training.

Street accidents are very frequent in this Colony. I hardly ever read the daily Police report without seeing one or more such accidents recorded. A very high percentage of our population lives aloft and therefore it is a matter of moment that "first aid" in saving persons from drowning should be readily available. The recent Hongkong Hotel fire serves to remind us of the extent to which our lives are in the care of the Fire Brigade; and there is the ever present threat of typhoons. When fires, storms and accidents occur, it is nearly always a policeman

AMERICAN FAR EAST LINE

Sailings

TO MANILA, CEBU, ILOILO
AND ZAMBOANGA.

United States Shipping Board
STRUTHERS & BARRY,
Managing Operators.

L. EVERETT, INC.,
General Agents.

Phone 67, 8033, 1st floor, Queen's Bldg.

BRITISH LEGION

REPORT AT ANNUAL
MEETING.

MEMBERSHIP FALLING

Police Succour.
Moreover, it is very desirable that the man in the street should know how to give "first aid."

This "first aid" training cannot be given without the help of medical practitioners and I desire to offer the cordial thanks of this Colony to all the medical men, both European and Chinese, whose help has been so freely and willingly given to this Brigade. The efficiency of the Brigade is very largely due to these doctors. It is also due to the enthusiasm of all ranks of the Brigade itself as well as to the financial support given by the community, particularly the Chinese community, and in this connection I must specially mention the generous help given to the Brigade by Mr. Ho Kom-tong. It has been a great pleasure to me to-day to invest him with the insignia of a Knight of Grace of the Order of St. John. The work of Mr. Ralphs, as your Commandant, also merits the highest praise and I sincerely congratulate him on winning the silver medal of the Order awarded for gallantry in saving life. I also congratulate all the other members of the Brigade to whom medals have been awarded.

H.E.'s Tribute.
The work of the St. John Ambulance Brigade is entirely voluntary and no fees or rewards of any kind are at any time accepted by the members. This fact makes the record of duty done in 1925 very remarkable, and I must make special mention of the work of the Brigade at the Po Hing Fong disaster in respect of which several medals have been granted; while this year the Brigade attended at the Hongkong Hotel fire and has already vaccinated over 600 persons. The Brigade is in every way deserving of the thanks and the support of the Colony. I wish it continued and ever-increasing success in its beneficent activities.

The Corps then once more marched past headed by the Mobile Section and then dispersed.

ALMOST ERANTIC WITH
NEURITIS.

Lady in South Africa Finds Quick
Relief Followed by
Permanent Cure

Dr. WILLIAMS' PINK PILLS.
Neuritis is the medical term for inflammation of the nerves. It is caused through the nerves not receiving sufficient nourishment. Your nerves are fed through the blood, and if that is thin and poor it cannot supply the needed nutrition. The starved nerves then become inflamed, and neuritis results. To banish neuritis you should build up the blood by taking Dr. Williams' Pink Pills. The new, rich blood created by these pills strengthens the nerves, the inflammation subsides and the pain vanishes.

Mrs. M. Padley, of Graham's Farm, Maritzburg, South Africa, says:—"For twelve months I was tortured with neuritis. It attacked me in my hands and knees, which felt as though they had a tight band round them. I could get no rest night or day, and sometimes I was driven almost frantic with pain. I had medical advice, but without avail. One day I read about Dr. Williams' Pink Pills, and decided to try them. After taking the pills a few days the muscles of my wrists and knees seemed to relax, and the pain grew much easier. I continued with the pills and soon the stiffness disappeared. I slept well, and felt better in every way. Now I am quite fit and have to thank Dr. Williams' Pink Pills for freeing me from the agonies of neuritis."

Of all dealers, buy direct from Dr. Williams' Medical Co., 60, Knickerbocker Road, Shanghai, 1.50 per bottle, 4.50 for six bottles, post free. Nothing else is just as good.

MEMBERSHIP FALLING

REPORT AT ANNUAL
MEETING.

MEMBERSHIP FALLING

The fifth annual meeting of the British Legion (Hongkong and China Branch) was held yesterday in the board room of Messrs. Jardine, Matheson & Co. Ltd., the chair being taken by Mr. G. K. Hall Brutton.

The Report.

The following report was submitted to the meeting:-

The committee to be appointed at the meeting will consist of the officers and at least seven other members. Under the Branch rules every member of the present Committee not re-elected shall retire.

The Committee request that members will send in nominations (signed by two members) to the Hon. Secretary, or be prepared at the meeting with names they wish put to the meeting.

Owing to the disturbed conditions prevailing the Legion have been called upon to assist a large number of distressed ex-servicemen and their families during the year, and the amount of \$2,408 has been expended in relief work.

Our funds have been maintained by the annual interest from Sir Paul Chater's Fund and to this gentleman we extend our appreciation of his generous gift. We also received donations from the Hongkong Jockey Club and the Hongkong Boxing Association and we thank them for their support. Subscriptions amount to \$475, which shows a falling off from previous years. The membership, it is regretted, keeps gradually dwindling owing chiefly to members being transferred to other ports and if the Legion is to keep its position in the Colony, strong efforts must be made to enroll new members. This question should be discussed fully by the incoming committee.

It is with regret we have to record the death of Mr. C. H. Lyson one of our members and the deepest sympathy is extended to his dependants and relations.

The Poppy Day Drive again proved a great success despite the "boycott" and over \$11,000 was collected. We thank Mr. J. A. Gordon Leask and his sub-committee for producing such excellent results.

Officers.
The officers elected for the ensuing year were:-President, Mr. G. K. Hall Brutton; Chairman, Mr. A. Murdoch; Committee, Messrs. F. C. Hall, A. Percy, Dr. Sir Eric Stuart Taylor, G. H. Sewell, the Rev. G. T. Waldegrave and Mrs. V. Bond; Hon. Secretary and Treasurer, Mr. R. E. Cable; Hon. Auditor, Mr. A. Ritchie.

Guide (at ancient castle):
"This is the moat. Are there any questions you would like to ask?"
American: "Yes. How could a fellow get one of those in his eye?"

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of Canada" arrived at Kobe yesterday at 2.30 p.m. left Kobe to-day at 10 a.m. and is due at Yokohama to-morrow at 6 a.m.
The C.P.S. R.M.S. "Empress of Russia" is due here this afternoon, and leaves to-morrow at 5 p.m. The steamer is due at Manila on March 28 in the morning. She will leave Manila in the afternoon and is due at Hongkong on March 30.
The C.P.S. R.M.S. "Empress of Australia" left Vancouver for Hongkong, via Japan ports and Shanghai, on March 20 and is due here on April 10.

CONSIGNEES' NOTICE.

Goods arrived per s.s. "Benary" remaining undelivered after March 30, will be subject to rent. Agents, Gibb, Livingston & Co., Ltd.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver

LARGEST, FASTEST & MOST LUXURIOUS

STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83 £80

(Payable in Local Currency.)

VICTORIA AND VANCOUVER

Via Shanghai & Japan Ports.

HONGKONG SHANGHAI KOBE YOKOHAMA MANILA

LEAVE LEAVE LEAVE LEAVE LEAVE

1926.

Empress of Russia	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
Empress of Australia	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
Empress of Asia	Apr. 30	May 1	May 6	May 8	May 17
Empress of Canada	May 14	May 17	May 20	May 22	May 31
Empress of Russia	May 28	May 31	June 3	June 5	June 14
Empress of Australia	June 11	June 14	June 16	June 19	June 30
Empress of Asia	June 24	June 27	June 30	July 3	July 12
Empress of Canada	July 9	July 12	July 14	July 17	July 26
Empress of Russia	July 22	July 25	July 28	July 31	Aug. 9
Empress of Australia	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 23
Empress of Asia	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
Empress of Canada	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
Empress of Russia	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4

(E/Asia and E/Russia call at Nagasaki the day

(after departure from Shanghai).

HONGKONG—MANILA—HONGKONG SERVICE.

Leave Arrive Leave Arrive

HONGKONG MANILA MANILA HONGKONG

Mar. 26 Mar. 28 E/Russia Mar. 28 Mar. 30

Apr. 22 Apr. 24 E/Asia Apr. 25 Apr. 27

Passenger Department: Tel. C. 752; Cables GACANPAC

Freight and Express: Tel. C. 42; Cables NAUTILUS

AMERICAN ORIENTAL MAIL LINE

TRANS-PACIFIC EXPRESS SERVICE.

TO SEATTLE & VICTORIA

via SHANGHAI, KOBE & YOKOHAMA.

S.S. "PRESIDENT MADISON" ... March 29th, 5:00 p.m.

S.S. "PRESIDENT JACKSON" ... April 10th, 5:00 p.m.

S.S. "PRESIDENT MCKINLEY" ... April 22nd, 5:00 p.m.

THE FINEST SERVICE ACROSS THE NORTH PACIFIC.

FOR MANILA.

S.S. "PRESIDENT JACKSON" ... April 2nd, 5:00 p.m.

S.S. "PRESIDENT MCKINLEY" ... April 14th, 5:00 p.m.

S.S. "PRESIDENT JEFFERSON" ... April 26th, 5:00 p.m.

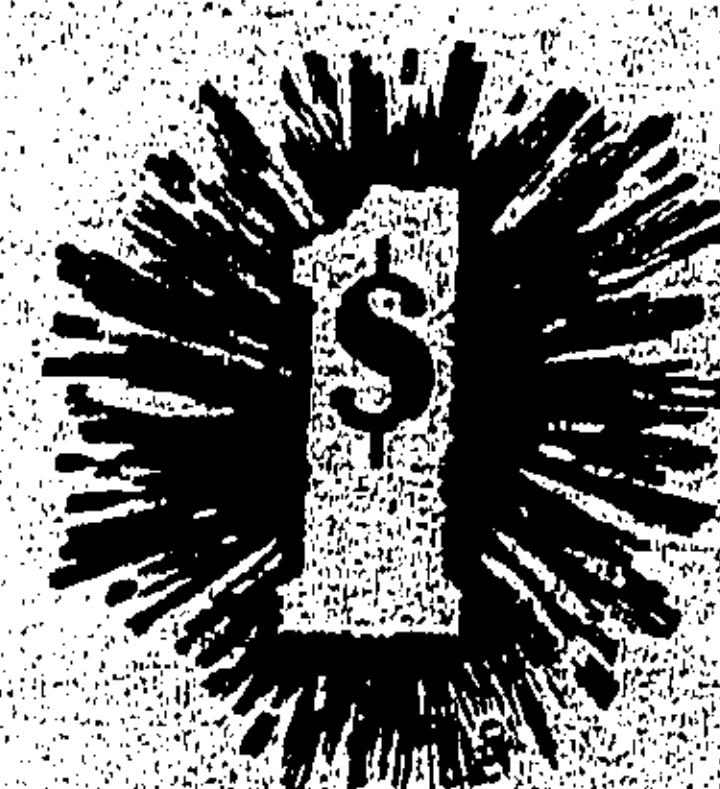
For passage and freight bookings apply to:-

American Oriental Mail Line.

Operated for United States Shipping Board

by ADMIRAL ORIENTAL LINE, Managing Operators.

Telephone 2477, 2478 & 796. H.K. & Shanghai Bank Building.



DIRECTORY

IS

HONGKONG'S POPULAR DIRECTORY

It Contains:

SECTION 1.—Useful information and statistics.

SECTION 2.—Associations and Clubs.

Customs, Churches and

Missions, Consuls, Govern-

ment Offices, Hospitals, Jus-

tices of the Peace, Masonic

Societies, Navy, Command,

Military, Command and

Volunteers, Schools and

Colleges.

SECTION 3.—Hongkong Hong List.

SECTION 4.—Who's Who in Hongkong.

SECTION 5.—Residential.

SECTION 6.—Ladies' Residences.

SECTION 7.—Peak Residences.

It is the cheapest dollar's worth in Hongkong.

It is reliable.

The Directory will be published shortly.

ORDER NOW AND AVOID DISAPPOINTMENT.

THE HONGKONG DIRECTORY COMPANY

25, WILKINSON STREET, HONGKONG.

25, WILKINSON STREET, HONGKONG.

25, WILKINSON STREET, HONGKONG.

P. & O.-British India Apcar and Eastern & Australian Lines

[COMPANIES incorporated in ENGLAND].

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong (About)	Destination
"MOREA"	13,918	3rd April	Marseilles and London
"JEPPORE"	5,318	6th April	Singapore, Penang & Bombay
"LABORE"	5,318	13th April	Singapore & Bombay
"DELTA"	5,318	13th April	Singapore, Penang, Ceylon & Bombay
"DEVANHA"	5,318	13th April	Marseilles, London & Antwerp
"KALYAN"	5,318	13th April	Marseilles, London & Antwerp
"MAEDONIA"	5,318	13th April	Marseilles, London & Antwerp
"KASHGAR"	5,318	13th April	Marseilles, London & Antwerp
"MALWA"	5,318	13th April	Marseilles, London & Antwerp
"KEYBER"	5,318	13th April	Marseilles, London & Antwerp
"MANUVA"	5,318	13th April	Marseilles, London & Antwerp
"KARMALA"	5,318	13th April	Marseilles, London & Antwerp
"KARFURA"	5,318	13th April	Marseilles, London & Antwerp
"DELTA"	5,318	13th April	Marseilles, London & Antwerp
"MAEDONIA"	5,318	13th April	Marseilles, London & Antwerp
"KALYAN"	5,318	13th April	Marseilles, London & Antwerp
"MALWA"	5,318	13th April	Marseilles, London & Antwerp
"KASHGAR"	5,318	13th April	Marseilles, London & Antwerp

* Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Ship	Tons	From Hongkong (About)	Destination
"TAKADA"	6,948	4th April	Singapore, Penang & Calcutta
"TAKAWA"	10,000	11th April	Singapore, Penang & Calcutta
"SANTHA"	7,714	11th May	Singapore, Penang & Calcutta
"TALMA"	10,000	11th May	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

Ship	Tons	From Hongkong (About)	Destination
"KARFURA"	5,000	7th April	Melbourne, Kolumbarum, Sandakan
"ST. ALBANS"	5,000	14th April	Thursday Island, Townsville, Brisbane, Sydney and Melbourne
"KARFURA"	5,000	21st April	do.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Zamboanga, Tawau, Timor, Darwin, or other ports on route as indicated on office.
Frequent connections from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand
Vancouver, San Francisco etc.
The E. & A. S.S. Co. Royal Mail steamers to London via Suez Canal.
The E. & A. S.S. Co. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London
via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

Ship	Tons	From Hongkong (About)	Destination
"TILAWA"	10,000	31st Mar.	Shanghai, Moji, Kobe & Yokohama
"MAEDONIA"	11,089	2nd April	Shanghai, Moji and Kobe
"SANTHA"	7,714	6th April	Shanghai
"PERIA"	7,714	10th April	Shanghai & Kobe
"ST. ALBANS"	4,000	10th April	Moji, Kobe and Yokohama
"KASHGAR"	5,000	10th April	Shanghai, Moji and Kobe
"TALMA"	10,000	20th April	Kobe
"KEYBER"	5,114	20th April	Shanghai, Moji and Kobe
"TANDA"	5,859	20th April	Moji, Kobe and Yokohama
"MALWA"	10,041	14th May	Shanghai, Moji and Kobe
"MANUVA"	10,000	20th May	Shanghai, Moji and Kobe
"KARMALA"	5,089	11th June	Shanghai, Moji and Kobe
"DELTA"	5,089	11th June	Shanghai, Moji and Kobe
"KARFURA"	5,000	13th June	Moji, Kobe and Yokohama
"KASHGAR"	5,859	13th June	Shanghai, Moji and Kobe
"RANPURA"	16,245	13th June	Shanghai, Moji and Kobe
"MAEDONIA"	11,089	2nd July	Shanghai, Moji and Kobe
"KALYAN"	5,144	6th Aug.	Shanghai, Moji and Kobe
"MALWA"	10,041	19th Aug.	Shanghai, Moji and Kobe
"KASHGAR"	5,000	2nd Sept.	Shanghai, Moji and Kobe
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe

All times are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia lines are fitted with Laundries.
Passes amounting not more than \$4.00 p.p. will be received at the Company's Office up to noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to:-
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG Agents.

NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs

VICHY CELESTINS

Gout, Diabetes, Rheumatism, Gravel, Arthritis

VICHY GRANDE-GRILLE For Liver trouble and Biliousness

VICHY HOPITAL For Indigestion

Bottles of 1/2 and 1/4 litre

METAL CONTRACTS.

REJECTION, OR ACCEPTANCE
WITH ALLOWANCE.

LEGAL DECISION SEQUEL.

According to the annual report of the Hongkong General Chamber of Commerce, much concern was felt amongst Hongkong metal importers in regard to a decision by the Chief Justice in the Supreme Court of Hongkong, that wire nails, a very large proportion of which had been shown to be rusty and in respect of which an allowance of something like 14 per cent. was offered to the retailer, were not, in the Judge's opinion, of merchantable quality as required by the contract, having regard to the following definition of merchantable quality:-

"The phrase is used as meaning that the article is of such quality and in such condition that a reasonable man acting reasonably would after a full examination accept it under the circumstances of the case in performance of his offer to buy that article whether he buys for his own use or to sell again." (Bristol Tramways and Carriage Co., Ltd., v. Fiat Motors, Ltd. (1910), 2 K.B. 484.)

Representations were made to the Chamber by several members who pointed out, in the words of one of the letters received, that "it is the custom of the port that metal goods arriving slightly damaged in transit are accepted by buyers subject to allowance, such allowance being assessed by one of the recognised firms of surveyors. The judgment, however, set aside the surveyors' allowance, which allowance was endorsed by the representative appointed by the Chamber as being a fair and reasonable one, and upheld the dealer's right to refuse a shipment on the grounds of damage (however slight). In this case the dealer escaped a heavy loss and threw the same upon the importer by pleading a damage which is universally recognised to be liable to occur to all iron and steel goods as the result of climate conditions, and handling incidental to a voyage from Europe to China."

Other members of the Chamber mentioned that in respect of unprotected cargo they always added a clause to the contract: "Sellers not responsible for rust." Another contained the clause: "Should goods be damaged en route or should goods in godown (not being overdue) sustain damage from any cause whatsoever, buyer must take delivery at an allowance fixed by a duly qualified marine surveyor practising in the Colony."

The Law Clear.

The Legal Sub-Committee, which was consulted as to the possible consequences of the Supreme Court decision, pointed out that the case could not have been decided otherwise than it had been on the facts as presented. The custom of the port was neither pleaded nor argued. It was dangerous to rely upon the custom of the port; to succeed, it would be necessary to prove a universal usage in the metal trade of the Colony to accept damaged goods with a rebate. The law (apart from custom or special contract) is clear; namely, that the purchaser has a right of inspection of goods and that he need not accept them unless they are in conformity with the contract, though the law may be, and is, modified by special contract. The difficulty in the present case was that the con-

ditions of the contract did not protect the seller. The Legal Committee advised that a standard metal contract would be a valuable safeguard to merchants. The question was next considered at a special meeting of the Sub-Committee, with a view, especially, to framing a standard form of contract for metals. In the course of discussion the opinion was expressed that the time is inopportune for introducing proposals for standardising the terms under which the metals business is carried on, as between importers and dealers, in regard to such questions as cash or credit trading, storage period, interest rates, and the like; but that a very useful purpose would be served if a number of contracts were obtained and submitted to the Legal Committee with the request that they would recommend a set of conditions, relative to the purely legal clauses of the contract, which would make it "watertight" from a legal point of view.

Schedule of Margins.

It was next suggested that any standard form of contract would need to contain a schedule of margins, extras, etc., recognised by British and Continental manufacturers. The Chamber accordingly enlisted the assistance of the London Chamber of Commerce with a request for particulars of all extras, margins, etc., in force with manufacturers (British and Continental), of steel and iron plates, bars, angles, joists, etc., plain and galvanised sheets, wires, wire nails, brass and copper plates, bars, and nails, lead sheets, wire pipes—also glass.

The reply received from the London Chamber of Commerce was that margins are variable according to countries, and are not quite alike even with British works. The London Iron and Steel Exchange also rendered valuable assistance in further investigation of the subject, but the difficulty of obtaining anything like complete information with regard to rolling margins and extras has so far been found insuperable. In view of general conditions in the Colony the question of a standard contract for metals remains in abeyance for the present, but it is hoped to reopen the question later.

CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBROUGH, ANTWERP, LONDON & STRAITS.

The Steamship "BENARTY"

CONSIGNEES OF Cargo are hereby informed that all Goods are being loaded at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.
All claims against the Steamer must be presented to the Underwriter on or before the 15th April, 1926 or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Hongkong, 22nd March, 1926.

NOTICE TO SHIPPERS
AND PASSENGERS.

VESSELS DUE.

FROM DALNY AND AMOY	FROM SHANGHAI	FROM SINGAPORE	FROM CALCUTTA	FROM JAPAN	FROM SYDNEY & MELBOURNE	FROM NEW YORK	FROM LONDON	FROM LIVERPOOL	FROM EUROPEAN PORTS	FROM MARSEILLES	FROM HAMBURG	FROM COPENHAGEN
Mar. 20 - J.C.L. Tiberius	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia	Mar. 20 - C.P.S. Empress of Russia
Mar. 21 - J.C.L. Tiberius	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia	Mar. 21 - C.P.S. Empress of Russia
Mar. 22 - J.C.L. Tiberius	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia	Mar. 22 - C.P.S. Empress of Russia
Mar. 23 - J.C.L. Tiberius	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia	Mar. 23 - C.P.S. Empress of Russia
Mar. 24 - J.C.L. Tiberius	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia	Mar. 24 - C.P.S. Empress of Russia
Mar. 25 - J.C.L. Tiberius	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia	Mar. 25 - C.P.S. Empress of Russia
Mar. 26 - J.C.L. Tiberius	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia	Mar. 26 - C.P.S. Empress of Russia
Mar. 27 - J.C.L. Tiberius	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia	Mar. 27 - C.P.S. Empress of Russia
Mar. 28 - J.C.L. Tiberius	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia	Mar. 28 - C.P.S. Empress of Russia
Mar. 29 - J.C.L. Tiberius	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia	Mar. 29 - C.P.S. Empress of Russia
Mar. 30 - J.C.L. Tiberius	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia	Mar. 30 - C.P.S. Empress of Russia
Mar. 31 - J.C.L. Tiberius	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia	Mar. 31 - C.P.S. Empress of Russia



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
TENYO MARU	Saturday, 27th March.
KOREA MARU (omit N'aki and Honolulu) Tuesday, 6th April.	
SEIYNO MARU	Wednesday, 21st April.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama.	
ANYO MARU	Wednesday, 14th April.
BOKUYO MARU	Saturday, 29th May.
SEATTLE & VANCOUVER via Shanghai & Japan Ports.	
SHIDZUOKA MARU	Wednesday, 21st March.
YOKOHAMA MARU	Thursday, 15th April.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
FUSEIMI MARU	Friday, 28th March, at 8 p.m.
HAKOZAKI MARU	Saturday, 10th April.
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Wednesday, 21st April.
NEW YORK and/or BOSTON via PANAMA.	
MAYBASHI MARU	Thursday, 25th March.
LISBON MARU	Monday, 5th April.
BUENOS AIRES via Singapore, Durban & Cape Town.	
KANAGAWA MARU	Friday, 23rd April.
BOMBAY via SINGAPORE & COLOMBO.	
TOYOOKA MARU	Monday, 29th March.
YAMAGATA MARU	Saturday, 10th April.
CALCUTTA via SINGAPORE, PENANG & RANGOON.	
MORIOKA MARU	Tuesday, 30th March.
TOTTORI MARU	Thursday, 8th April.
NAGASAKI, KOBE & YOKOHAMA.	
MISEHIMA MARU	Friday, 23rd April.
SHANGHAI, KOBE & YOKOHAMA.	
HAKATA MARU	Monday, 29th March.
AWA MARU (Kobe direct)	Thursday, 25th April.
HARUNA MARU	Monday, 29th April.
For further information apply to— NIPPON YUSEN KAISHA.	
Tel. Central Nos. 292, 298 & 2422. S. KINOSHITA, Manager.	

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 298 & 2422. S. KINOSHITA, Manager.

THE BANK LINE LTD.

AMERICAN & ORIENTAL LINE SERVICE
(ANDREW WEIR & CO., LTD.)
BOSTON & NEW YORK.SAILINGS FROM HONGKONG.
M.V. "FORREBANK" via Suez Canal. Second Half AprilAMERICAN & MANCHURIAN LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
NEW YORK, BOSTON & BALTIMORE

S.S. "CITY OF RANGOON" via Suez Canal. From Hongkong 27th Mar.

S.S. "LANGTON HALL" do. From Hongkong 23rd Apr

UNITED KINGDOM & CONTINENT.
"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, Havre, London, Rotterdam & Hamburg.

S.S. "CITY OF VALANGIA" From Hongkong 2nd Apr

FARES TO LONDON "A" 1st Class 288. 2nd Class 260.
"B" 1st Class 280. 2nd Class 255.ORIENTAL-AFRICAN LINE.
MAURITIUS & SOUTH AFRICA.

S.S. "SURAT" From Hongkong Middle April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through freight and passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

FOR FREIGHT OR PASSAGE ON ANY OF THE ABOVE LINES.
APPLY TO:-
Tel. Cent. 4791. THE BANK LINE, LTD.BOSTON, NEW YORK & BALTIMORE.
JOINT SERVICE OF THE
"BLUE FUNNEL" LINE.
(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)AMERICAN & MANCHURIAN LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
SAILINGS FROM HONGKONG.

S.S. "CITY OF RANGOON" via Suez Canal. 27th March

S.S. "CALOCHAS" do. 9th April

S.S. "LANGTON HALL" do. 23rd April

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.For Freight and particulars apply to:-
BUTTERFIELD & SWIRE or THE BANK LINE, LTD. Hongkong.
Hongkong & Canton: JARDINE, MATHESON & CO., LTD. Canton.

THE HONGKONG & WHAMPOA DOCK CO., LD

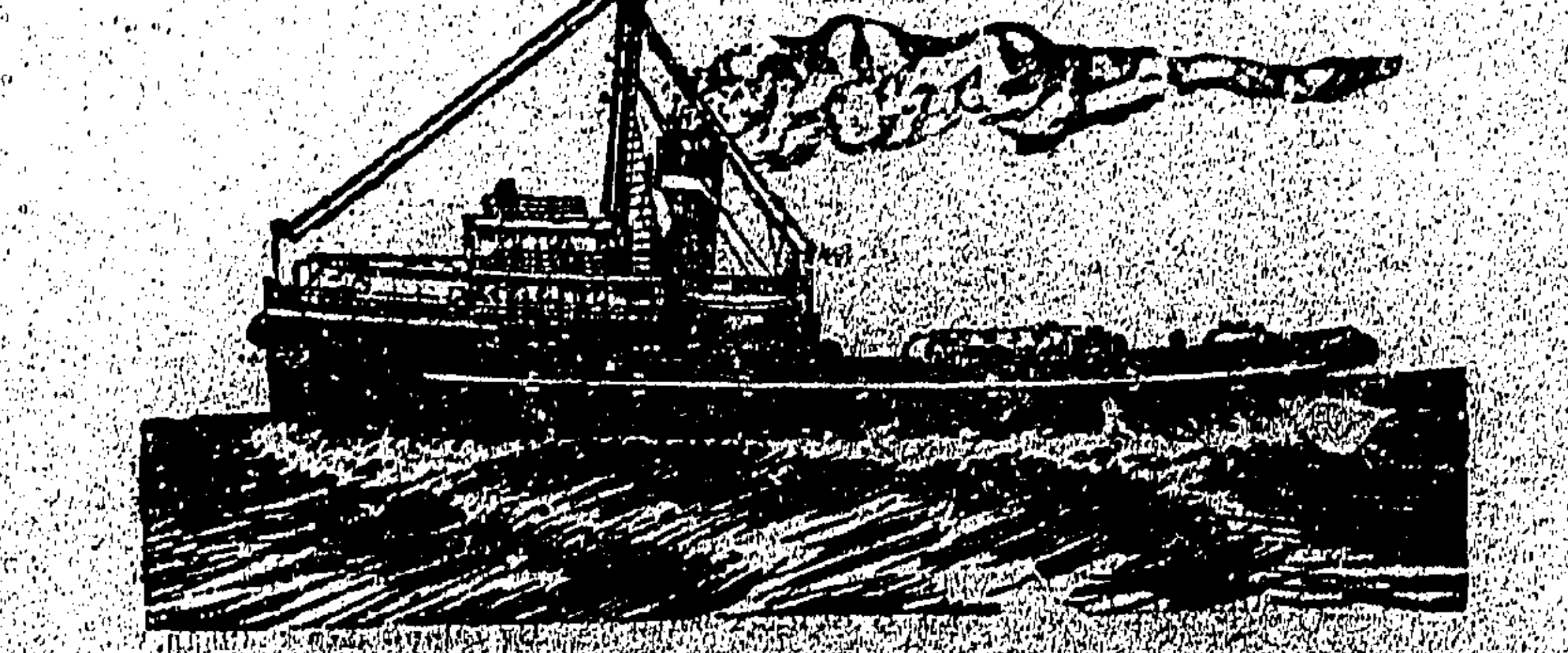
TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS.

IRON AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"HENRY KESWICK"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165 ft. P. 1000 H.P. (1000 H.P. 1700 H.P. 2000 H.P.)
Fitted with electrically driven machinery and equipped with air compressors, winches, searchlight and all modern appliances for Salvage Work.
Please address enquiries to the Chief Manager
H.M. DYER, B.E., M.I.N.A., Harbour Dock, Hongkong.

L. E. FONG

ARTISTIC PHOTOGRAPHERS
No. 1, Wyndham Street
HONGKONG.



BURNETT'S
FAMOUS
LONDON
DRY GIN

Gives that Distinctive
Excellence to a
Cooktail.

Sole Agents:
A. S. WATSON
& Co., Ltd.
WINE AND SPIRIT
MERCHANTS.

NEW PIANOS FOR HIRE

S. MOUTRIE & CO. LTD.
Chater Road

The China Mail

(Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$30, payable
in advance. Local delivery free.)
Overland China Mail.
(The weekly edition of the "China
Mail." Annual subscription, H.K.
\$13 including postage \$15, payable
in advance.)

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers
No. 5, WYNDHAM ST., HONGKONG
Telephones Central 22 & 4641.
Cable Address: — Mail, Hongkong.

All communications should be
addressed to the Newspaper Enter-
prise, Ltd., to whom all remittances
should be made payable.
London Office: — The Far Eastern
Advertising Agency (London),
Ltd., 24, Devonshire Street,
Bloomsbury, W.C.1.

Hongkong, Thursday, March 25, 1926.

A VALUABLE RECORD.

Unique among Chamber of Commerce annual reports must be that issued by the Hongkong General Chamber. Voluminous extracts from some of the fifty subjects dealt with have already been published in this paper, and others are given prominence today. These may convey to the outsider, however, only a faint idea of the value of the report as a whole not alone to the business men of the Colony but to all those overseas interested either in the trade of Hongkong or in the commercial relations between Hongkong and South China. Moreover, the happy idea has been conceived of giving sixteen illustrations of prominent places and buildings in the Colony, besides a retrospect of trade during the past year. All these and other features combine to invest this report with a degree of interest and importance fully in keeping with the best traditions of the General Chamber of Commerce. It is obviously the work of enthusiasts, who, without descending to the mere commonplace of "painting the lily" or keeping to the beaten track of "old custom" in the way of annual reports, have contrived to give by means of the pen and the picture a true historical sketch of the commercial life of Hongkong during the past twelve months.

This accomplishment is rendered all the more noteworthy when it is remembered that the Chamber has been, so to speak, working at full pressure during the past twelve months not only on account of the absorbing topic of the Canton strike and boycott but owing as well to the multiplicity of other important problems that clamoured for consideration in the period under review. Furthermore, if a personal touch may be prudently interjected, the Secretary of the Chamber was precluded for some months from carrying out his duties owing to an unfortunate accident, and this factor, again, must have strained the working resources of the Committee and staff to a considerable extent. That all have combined to give to the world a volume of the highly intrinsic value as that just published is clear evidence that they have alike realised their responsibilities and risen superior to unforeseen handicaps which in so many other might have induced

that "maskee" spirit with which the community is so painfully familiar.

It is pleasing to learn that sufficient copies of the report are being printed to allow of a widespread distribution overseas to those interested in Hongkong. Those portions dealing with the strike and boycott in particular constitute a form of propaganda that cannot but come to fruition in Home circles where too many misconceptions abound of the crisis, out here. Indeed, every member of Parliament and every Editor at Home should be provided with a copy—the expense would be money well spent even if the Chamber called for public donations toward this desirable end.

MRS. GRUNDY?

The introduction of a Bill in the Japanese Diet to prohibit foreign dances in any public resort does not, at first sight, sound complimentary. The proposed Bill is not a Government measure. But it is supposed to express the alarm felt by numbers of Japanese at the inroads which foreign dances are making amongst Japanese, and the hold they are taking on the feminine section of the community. It is the nature of the foreigner that he takes with him, wherever he goes, his sport and his pleasures. Generally speaking they are a part and parcel of him. Rarely does he lose them, or forsake them for whatever may be the ruling passion in the places in which he may reside. More often, it is a fact that his pastimes are copied most faithfully, and often excelled in, by those who are attracted to them. We see that in Hongkong where a Chinese has worthily won fame as tennis champion, and where the intricacies of football and cricket have had no terrors for our Chinese friends. Music is attracting them in growing numbers. The pleasures of the dance are theirs also. How the older generation of Chinese view these inroads we do not pretend to know. Many foreigners deplore the tendency of modern dancing, but few, if any, debit it with our national and individual sins. To us it is not surprising that Japanese and Chinese have taken kindly to it. Many will be surprised that it should be something to be frowned on by those whose good intentions they do not doubt. They deplore excesses in it that override good taste and alienate home sympathies. If these are the main causes which have prompted the Bill in the Japanese Diet, foreigners will view the movement with sympathy.

STEWART MISSING

On arrival here from Yokohama this morning, the "Tanyo Maru" states laconically in her report:—Stewart missing.

Two Chinese deck passengers on the a.s. "Van Overystraten" died on the last trip here from Singapore.

Two Chinese were arrested yesterday for possession of unlawful weapons. One had a revolver and 11 rounds of ammunition. Three rolls of wire such as is used in armed robberies and a dagger were found on the other.

MAGISTRACY ITEMS.

VARYING CHARACTERS IN CASES.

NUISANCES EXPOSED.

Among the hawkers' cases at the Central Magistracy this morning was one in which an old Chinese was described by Sergeant Noloth as "a perfect nuisance."

It was stated that the man would persist in hawking cooked shrimps and other goods without a licence. In fact the man held a licence before to sell a certain class of goods, but he had never taken the trouble to renew it in spite of repeated requests by the Sergeant to do so.

A fine of \$10 added to the man's previous record brought the number of convictions to the unlucky thirteen.

WOMEN'S CURSES.

Two Chinese women and an Indian constable were the parties in another case. The constable was the injured party, or at any rate he claimed to have been reproached with hateful curses for being an "Indian devil" and then struck with a bamboo pole. And all this for no other cause than a request to one of the women to refrain from committing a street nuisance.

The first accused maintained that the injury was all on her side by repeatedly pointing to her shoulder where the Indian's truncheon was stated to have alighted. Her companion described in a more practical way the actions of the Indian.

All this, however, seemed to do not much good, as the Magistrate said "I don't believe you." Fined \$10 each.

A POLICE "FRIEND."

The possession of a constable's seal and the disproving of the statements made by the man when arrested that he was a constable at No. 8 Police Station led to his appearance in the dock.

Recognising that things had gone too far, the accused admitted that he was not actually a constable, but hoped to be one. Besides he was very friendly with the Chinese constables at the Central Police Station.

The case had to stand down until to-morrow, to enable the fact that the man was not a member of the force to be officially disproved.

KOWLOON THEFTS.

At the Kowloon Court, a Chinese who stole a quilt belonging to Mrs. C. Webb, of Leys Building, was sent to prison for six weeks. In another theft from the residence of Mr. Vasunia, the sentence on a Chinese was one month's hard labour.

A charge against a woman of wasting water from a fire hydrant was met with a fine of \$5. The defence was that the water was escaping from the hydrant, and she thought there was no harm in collecting some of it.

CORRESPONDENCE.

THE BIBLE SOCIETY.

(To the Editor of the China Mail.)

Sir,—By an error no notice was given in the various churches in the Colony last Sunday of the Annual Meeting of the British and Foreign Bible Society to be held at the Helena May Institute, to-morrow, Friday. Tea is to be at 4.30 p.m. The meeting will begin at 5.15 p.m. and will be presided over by Commodore A. J. B. Stirling, C.B.E., the speakers being the Rev. G. W. Shephard of Shanghai and the Rev. Dr. T. W. Pearce, O.B.E. The Committee is the more particularly anxious that the public should know of this meeting as it will afford an opportunity of acknowledging the work done by Dr. Pearce during the last 33 years in which he has been Secretary of the Hongkong Auxiliary of the British and Foreign Bible Society, a record altogether unique. Dr. Pearce is due to leave on furlough early next month, and it is hoped that many of his friends will endeavour to be present at this meeting as an expression of gratitude for all that he has done for the Bible Society.

Yours, etc.,

C. R. VICTORIA.

Hongkong.

Chairman, Hongkong Auxiliary of the British and Foreign Bible Society.
Hongkong, March 24, 1926.

By falling into a nullah near a bridge at Victoria Road yesterday, a Chinese woman received injuries to her head. She was removed to the Government Civil Hospital.

A Chinese woman was taken to the Kwong Wah Hospital yesterday after an attempt made to commit suicide by taking an overdose of opium following a quarrel with her husband.

CANTON'S BOYCOTT.

(Continued from Page 1.)

The serious effect this has had upon shipping interests may be estimated from the fact that some steamers normally carry cargoes in the following proportions:—For Canton, 50 per cent.; for Swatow, 30 per cent.; for Hongkong, 20 per cent. The 20 per cent. is all the trade that has remained to them for the last eight months. The number of British steamers entered into the harbour of Canton during the period from August to December, 1924, varied between 240 and 160 each month. During the corresponding period of 1925 the numbers varied between 27 and 2, practically all of these being the vessels of the British Company which maintained one steamer on that run at a loss, being prevented by pickets from handling any cargo. Prior to the boycott the carrying trade between various ports on the China Coast and Canton and Swatow was largely in the hands of British Steamship Companies, but it is now entirely in non-British hands, principally Chinese, Japanese and Norwegian; the latter mostly under charter to Chinese merchants. From July to December, 1924, 681 British steamers entered the port of Swatow, as compared with 78 in the corresponding period of 1925, and even these 78 were prevented by boycott pickets from loading and unloading cargo.

The trade from Canton to ports overseas was practically at a standstill from the beginning of July until the end of August. From September onwards non-British ocean lines decided to accept the boycott pickets' terms and send ships to Canton without touching at Hongkong or Macao, and this shipping gradually increased from October 1925, to January, 1926. It is understood that in many cases heavy fees have been demanded by the boycott pickets as a condition of allowing these ships to trade. This is particularly noticeable at Swatow where a fee of \$2,700 per steamer is charged by pickets for emigrant ships clearing for the British Port of Singapore.

Devious Routes.

Unprecedented and onerous conditions of trade by devious routes now hamper commerce. For example, goods in godown in Hongkong, after all marks on the cases which would associate them with Hongkong have been defaced, are conveyed 800 miles northward to Shanghai and then shipped South again to Canton. In order to reach the Native City a few hundred yards distant, goods at Shamesh in Canton have been conveyed by river steamer to Hongkong, from Hongkong to Shanghai by coaster and from Shanghai south again to Canton Native City. The poorer classes in Canton are subjected to heavy increases in the cost of everything imported, owing to the extra charges which these roundabout methods involve, and the bribes demanded by the boycott pickets as a condition of allowing trade to continue at all, even under these restrictions.

Canton merchants also suffer heavily from the restrictions imposed upon the export trade, for which Hongkong is the natural transshipment port. At present, goods for Europe via Suez are conveyed to Shanghai and thence forward; or to Keelung, on the island of Formosa, where they are picked up by Japanese ocean carriers. Because the loading at Canton or Swatow is arranged by non-British firms who are working in conjunction with non-British ocean carriers, it often follows that the on-carriage steamer will also be non-British, so that the boycott policy has widespread effects upon British trade.

The enormously valuable Canton silk trade has been diverted from Hongkong to Shanghai or has been carried on in direct shipments in non-British ocean vessels from Canton. This trade affords an illustration of the risk of damage involved by devious methods of handling. Silk, which is the most important trade of Canton, used to be shipped after inspection on the Shamesh, direct from Canton to Hongkong in British steamers provided with special stowage and transhipped at Hongkong into first-class mail steamers with special accommodation, so that no time should be lost in transit and risks of damage or pilferage minimised.

Under present circumstances, silk is frequently shipped from Canton in highly unsuitable native craft, which have to pay illicit taxation or bribes to boycott pickets; it is then loaded at Whampoa sometimes into old and unsatisfactory tramp steamers, which carry it to Shanghai, Keelung or Japan where it is again transhipped to the ocean steamer bound for Europe or America. Numerous and very heavy claims have been received for damage to cargo shipped under these conditions and there is grave risk of

some trades, especially silk, being entirely lost to South China on account of the dissatisfaction created by present unsuitable methods.

In countries where ordinary methods of government prevail and the liberty of the subject is not allowed to degenerate into licence, boycott pickets operating on the lines of those in Canton and Swatow, would not be permitted to continue their activities for a single day. If such a condition of affairs arose at the gates of London Docks, it would be effectively and conclusively dealt with by the Police in half an hour. Yet the boycott pickets have continued to act in Canton for nearly nine months (at the time of writing), and that against the wishes of practically everyone in Canton except themselves. The numerous peasant and labouring class is in no way interested in the movement; Chinese merchants run great risks in endeavours to maintain trade relationships with British firms, and thousands of Hongkong workers, who were terrorised into leaving their employment in June, have taken the earliest opportunity of returning to the Colony by evading the pickets, often at great expense and personal risk.

No Principle.
The boycott pickets, scrutinising all cargo landed, and if the goods are British or not being British, have been "contaminated" by contact with Hongkong, they are seized and sold by auction for the benefit of the "strike" funds. A bribe from the Chinese consignee often lets through even British goods, which shows how little real principle there is behind the boycott movement. A trifle of pocket-money and two bowls of rice per day are given to such Hongkong workers as still remain "on strike" in Canton; the bulk of the proceeds of forced sales and of the various levies upon shipping and commerce goes to enrich the boycott leaders. The boycott only continues because the Canton Government does not compel the pickets to withdraw, and because the pickets are, in colloquial phrase, "making a good thing out of it." Meanwhile, trade worth millions of pounds sterling, both to China and Britain, is being jeopardised, and to a greater or lesser degree, forced into new channels.

Peking Helpless.

To those without local knowledge of the circumstances it must be very difficult to understand how the extraordinary situation has arisen, and can persist, that a mere handful of agitators, able to defy both their own countrymen and the British Empire, (though a similar situation has arisen in Russia since the Revolution). In this matter those vitally interested are the victims of a diplomatic conventionality. The Central Chinese Government in Peking, to which the Powers direct all their diplomatic representations, admittedly has no control whatsoever over the "Nationalist" Government in Canton, and the Canton Government is either unable or unwilling to suppress the boycott pickets. Britain, also, does not recognise the Canton Government and is reluctant to press matters to a conclusion with the Central Authorities in Peking, being unwilling that the mischievous activities of a small faction should endanger the friendly relations so long maintained between Britain and China, or to use the might of Britain against a militarily defenceless people. As a British Crown Colony, and not a Sovereign State, Hongkong—though vitally affected and most unfairly attacked—has no power to act in her own defence. That in brief, is the impasse which has been reached.

Conciliatory Policy.

It is inconceivable that the Cantonese, with their special aptitude for commerce, will much longer endure the extortions and interference of the boycott agitators, which have resulted in heavy losses to their compatriots both in South China and Hongkong, made life more difficult for the toiling masses of the country and wretchedly damaged the commercial interests of Canton and Hongkong. Until Canton once more secures control within her own borders Hongkong is bound to experience greatly restricted business activity, but the fact that normal life has continued for so many months in spite of the boycott, appears to prove that her commerce with parts of the world other than South China is sufficient to maintain the Colony indefinitely. The abolition of the Statist Department (referred to elsewhere in this volume) makes it impossible to quote actual figures to demonstrate this. British shipping and trade have of course suffered, but South China after all is only one of many outlets for British commerce. The British Government has repeatedly shown its readiness to support any policy which would result in the normalisation of Sino-British relations and thus a grave risk of

SPECIAL EASTER

SHOW AT

POWELLS

OF NEW

HATS AND DRESSES

FOR THE

CHILDREN.

LARGE SELECTIONS FOR ALL AGES.

RÉPULSE BAY HOTEL

SPECIAL DINNER DANCE

THURSDAY, 25th March, 1926

European Orchestra of Eleven Artists.

Under the direction of Mr. Harold Woodland

from the S.S. "Franconia"

THE HONGKONG AND SHANGHAI HOTELS, LTD.

KAIPING COAL

FOR ALL PURPOSES.



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION

Head Office—TIENSIN

Agents—DODWELL & CO. LTD. Hongkong

WAR DEBTS.

LATE CHANCELLOR SPEAKS
IN MILLIONS.

MR. CHURCHILL EXPLAINS.

(British Wireless Service.)

Rugby, March 24.

A debate took place in the House of Commons to-day on the subject of the inter-Allied debts. It was opened by Mr. Philip Snowden, Chancellor of the Exchequer in the late Labour Government.

Mr. Snowden pointed out that Great Britain was owed £800,000,000 by Russia, £200,000,000 by France, £500,000,000 by Italy, and about £100,000,000 by the smaller European States. Great Britain was paying to the United States about £34,000,000 a year, rising ultimately to £28,000,000 under the funding arrangement made with that country. The debt to the United States would be liquidated only in 62 years.

If the debts of the European States to Great Britain were funded on the same terms as the British debt to America, Great Britain would get £24,000,000 a year from the European States. But under the Balfour Note Great Britain was not asking for £24,000,000 but for £18,000,000. Under the German reparations and the sums due from Italy, France, and other Continental debtors there was sufficient to pay the annual tribute which Great Britain had to pay to the United States.

Under the Italian agreement Great Britain received £4,000,000 a year, and if the provisional agreement with France were carried out she would receive £12,000,000 yearly from that country. With £18,000,000 a year from the German reparations the total yearly receipts would be £26,000,000, so that when we were paying £34,000,000 to the United States we should be £18,000,000 to the bad.

Taxpayer Hard Hit.

Referring to the arguments that Great Britain was a rich country, whilst her debtors were poor, Mr. Snowden pointed out that during the time when this country was suffering from unparalleled trade depression, France was enjoying a period of unparalleled prosperity. She had no unemployed like this country, and had spent enormous sums in industrial reconstruction. Yet Great Britain was paying in taxation 50 per cent. more than France, and she was paying 100 per cent. more than Italy. In this way the British taxpayer was subsidising the severe competition of France and Italy with British goods.

If the time came when France resumed the negotiations with us in regard to the settlement of the debt he hoped that the Chancellor would not be bound altogether by the terms previously made, but would ask for a revision of those terms which would do less injustice to this country. He described the settlement with Italy as trivial in the extreme.

The Common Cause.

Mr. Winston Churchill, Chancellor of the Exchequer in reply, said that this country had never taken the view that the cost of shot and shell fired in the common cause could be considered morally and sentimentally as on exactly the same footing as ordinary commercial debts. We were willing to obliterate altogether all the debts owing by our Allies, provided that we were treated in a similar manner. That view did not commend itself to the United States, and we were forced, therefore, to adopt a different position from that which our own instincts and historical traditions had naturally suggested, and the Balfour Note was drawn up. We adhered to it, and as far as possible we were endeavouring to give effect to it; but we were also doing what was fair and right toward individual debtors who had made genuine and spontaneous efforts to redeem their obligations.

Honourable Discharge.

On the other hand every civilised State had an immense interest in obtaining from its creditors a full, free, and honourable discharge of its contractual obligations. Without such discharge the credit of the debtor was gravely undermined. The power of the creditor was limited not only by the debtor's capacity to pay, but by the debtor's view of the importance to himself of world credit.

Not Russia's Last Word.

As to what had been done toward collecting debts owed to us, Mr. Churchill said that though Russia had repudiated hers, it might not be the last word that we should hear from Russia. Things were changing there, and the importance of world's credit to that vast community was dawning upon Russia's rulers. We did not abrogate any of our claims, and if at any time the initiative in raising the question came from Russia we should not treat Russia with less consideration than we had treated other debtors.

Italy's Capacity.

In regard to the debt of Italy, her capacity to pay had been considered by our experts to be about one-third of the capacity to pay of France, and she had agreed to pay

BEARS' AT WORK.

LOW RECORDS ON NEW YORK
EXCHANGE.

SALES AVALANCHE.

(Reuter's American Service.)

New York, March 27.

There has been an avalanche of selling orders on the Stock Market, carrying over a score of high price issues down to from three to nineteen points, making new low records for the year. The total sales amounted to 2,600,000.

The bearish sentiment is influenced by reports of slackening activity in the basic industries, the widespread cancellation of automobile orders, the Government investigation into the recent oil amalgamation, and the poor showing of the General Electric last year. American Cans were hammered down 23 points.

£4,000,000 for 52 years. This country attached the utmost importance to the fact that that was on the sole credit of Italy herself and not contingent on the reparations that Italy received from Germany. He emphasised that no political consideration of any kind entered into the fixing of that sum, except the general political consideration of the long friendship of Italy and Great Britain.

French Difficulties.

The main principle on which an agreement was reached with M. Caillaux last August was the discharge by France of her liabilities by paying 62 annuities of £12,500,000 on her sole credit. That was the basis of the agreement, but there were three points, one of which presented and still presented difficulties which were outstanding.

The first point related to exchange—that certain elasticity would be given in making payments. Certain elasticity was allowed for in the agreement with Italy, but in the case of France they had not yet arrived at any precise form of words.

The second outstanding point was that the full figure of £12,500,000 was not to be reached until 1930. It was to be reached by a series of steps, along which payments were to advance until they had reached the full figure. The British representatives had their view of what these payments should be, and they put their views before the French Minister. M. Caillaux neither accepted nor rejected it, but he (Mr. Churchill) was left under the impression that if everything else were satisfactorily adjusted there was not likely to be any serious difficulty about that.

A Low Annuity.

There was the final point of difference, and one which presented the most serious difficulty. The British representatives had assented to so low a figure as £12,500,000 as the basic figure of the annuity on the understanding that it should be on the sole credit of France and not contingent on reparations.

There was a certain alternative procedure, by which a small portion should be contingent on the Dawes annuities and the rest on the credit of France; but the French Minister held most strongly to the view that, in the event of the total failure of the German reparations, France could not be expected to continue those payments. That seemed to take away with one hand what had been given by the other. It remained a very definite obstacle to the conclusion of this agreement. Whilst these difficulties with France might be serious, he believed that they would not prevent a speedy and satisfactory arrangement.

Minor Powers.

We had also made certain settlements with minor Powers, particularly Roumania. We expected to obtain £12,500,000 from France. We had undertaken to get from Italy £4,000,000. We estimated that we might be able to collect from minor Powers, say, up to £2,000,000. And if Germany paid three-quarters of the approximate reparations under the Dawes scheme, which was a perfectly reasonable basis on which to work, that would mean £15,000,000. Therefore, in the near or not too distant future we should be receiving £38,000,000 a year.

We were at present paying £32,000,000 a year to the United States, and probably by the time all this was fully gathered we should be paying £38,000,000. There was thus a margin and a gap which, perhaps, some day Russia might be prepared and anxious to fill. He did not think that we were so far from having achieved the principle and object of the Balfour Note that we should regard our declarations in that respect as having been

WHITE RUSSIANS.

TO ATTACK KUOMINGHUN
TRAIN.

MORE FENGtien TROOPS.

(Reuter's Agency.)

Tientsin, March 24.

Two armoured trains, manned by "White" Russians, have arrived at the Central Station from the Tsingpu line. They will probably be sent up to Yangtsun to attack the Kuominchun armoured train there.

Two trainloads of Fengtien troops arrived last night from Tongshan, and reported that the whole railway line between Tientsin and Tongshan is now repaired and clear.

General Chang Hsueh Liang is due here to-day or to-morrow. The Fengtien forces under his command have reached Tangku. Mails are now being forwarded to Peking.

Lesson for the Powers.

London, March 24.

The compliance of the army leaders of the Chinese Government with the recent ultimatum suggests the Powers have everything to gain by combined action in defence of legitimate foreign interests in China, according to the "Times," which hopes the interested Powers, especially Britain, will profit by this lesson.

Feng's Family.

Moscow, March 24.

According to an official agency General Feng Yu Hsiang's family have arrived at Urga in Mongolia.

RUBBER PRICES.

LATEST QUOTATION FROM
SINGAPORE.

"MARKET STRONGER."

(By Courtesy of Messrs.
Carroll Bros.)

Singapore, March 25.

Rubber is now quoted at \$1.06½ per lb.

The Birkit Katil Rubber Estates have declared an interim dividend of 4 per cent.

The market is stronger all round. Quotations follow:—

	Straits.
Allenbys	3.40
Alor Gajahs	2.75
Amalgamated Malays	4.50
Ayer Moleks	3.10
Ayer Panas	14.00
Balgownie	5.00
Bassett	1.55
Brogas	1.85
Bukit Jelotong	1.40
Bukit Katils	1.45
Changkat Serdangs	9.30
Connemaras	2.60
Genacnies	2.65
Indragiris	10.00
Jerams	1.00
Jimahs	2.45
Kedahs	4.75
Kempas	10.75
Kuala Sidims	4.00
Lunas	4.50
Malaka Pindas	3.60
Malakoffs	4.80
Mandai Tekongs	.95
Mayfields	15.00
Mentakabs	.70
New Serendahs	4.75
Pajamas	14.50
Punggors	1.45
Sandycrofts	4.00
Soudais	3.65
Sungei Bagans	4.60
Tapahs	29.00
Tambalaks	1.45
Teluk Ansons	15.10
United Malaccas	3.10
Utah Simpans	4.50

AN APPEAL.

FOR SHAKESPEARE MEMORIAL
THEATRE.

(Reuter's Service.)

London, March 24.

Mr. Stanley Baldwin, Mr. Ramsay MacDonald, Lord Asquith and Mr. Thomas Hardy have signed an appeal for funds to replace the Shakespeare Memorial Theatre at Stratford-on-Avon on a "worthy scale."

A message received on March 7 said:—Fire has destroyed the Shakespeare Memorial Theatre and Tower at Stratford-on-Avon, but the Museum and picture gallery have been saved. A passer-by at three in the afternoon noticed smoke from the Theatre. Five Fire Brigades eventually arrived, and thousands of spectators watched a hopeless fight to save the Theatre, but combined strenuous efforts, aided by a favourable wind, prevented the fire from spreading to the Museum and Gallery. The flames licked up a large quantity of the woodwork of the Theatre and only bare walls remain, while the Tower resembled a giant chimney visible over an extensive area. It is understood that many valuable costumes stored under the stage of the Theatre were destroyed.

GENEVA DEBATE.

PRESS AND SIR AUSTEN
CHAMBERLAIN.

A MIXED CHORUS.

(Reuter's Service.)

London, March 24.

The "Daily Mail" under the heading "Sir Austen Chamberlain's Vindication," says the Foreign Secretary did very well at Geneva in spite of the difficulties created for him by the mischievous activities of enthusiastic busy-bodies.

The "Daily News" says Sir Austen Chamberlain's speech confirms the distrust generally felt in this country. On his methods and intelligence he is unfit for his office.

The "Daily Herald" says that nothing less satisfactory than Sir Austen Chamberlain's defence can be imagined.

The "Westminster Gazette" says that the Foreign Secretary's admissions and omissions make up as formidable an indictment as that of any of his critics made. If any hopes are founded upon Sir Austen's conduct of foreign affairs they have now completely vanished.

The "Daily Express" states that something far more substantial than Sir Austen Chamberlain's explanations are needed to renew the confidence of the country in his conduct of foreign affairs. His defence of the Geneva catastrophe is in a measure, the extent to which those hapless negotiations have disordered his powers of judgment. Let us leave Europe and her quarrels and turn our eyes to the Dominions.

The "Daily Chronicle" condemns the whole of the Cabinet, and says Sir Austen Chamberlain revealed right to the last the same errors of judgment and narrowness of vision by which he stultified Locarno and damaged his own prestige. The "Manchester Guardian" says that the distrust which the

MURDER TRIAL.

VERDICT IN THE MATTEOTTI
CASE.

THREE CONVICTIONS.

(Reuter's Service.)

Chieti, March 24.

The trial of five men for the murder of the Socialist Deputy, Signor Matteotti, resulted in three—Dumini, Volpi, and Poveromo—being sentenced to six years' imprisonment each. They are also debarring all their life from holding any public office, and ordered to pay the costs of the prosecution.

The two others—Malacra and Viola—were acquitted.

The three men sentenced will benefit by the remission of four years in the length of their sentences.

LA cable of March 16 reported: The trial of the five men, Dumini, Volpi, Poveromo, and Malacra, accused of the "wild" but unpremeditated killing of the Socialist Deputy, Signor Matteotti, the discovery of whose body was made in July, 1924, after his disappearance in June caused a world-wide sensation, opened in the Court of Assize. This town is in remote Abruzzi. Dumini, the chief prisoner, is defended by Signor Farinacci, the Fascist Secretary-General, who wore a black robe presented to him by local women Fascists. The chief of the Chieti Bar welcomed Signor Farinacci and his colleagues who had come to perform a lofty mission in defending the accused.

Seven little sausages:

Sizzling on a plate,

In came the boarders,

And then they were ate.

country has shown for Sir Austen Chamberlain's political judgment has not diminished.

The "Times" regrets that the Foreign Secretary did not permit himself similar freedom and directness of speech during the suspense preceding the unhappy negotiations at Geneva.

MARCH RECORDS

Fox Trot with Vocal Chorus.

(Sunny.
What A Blue Eyed Baby You Are.
Smile A Little Bit.
Don't Wait Too Long.
A Cup of Coffee, a Sandwich and You.
Fond of You.
In Your Green Hat.
A Little Bungalow.

Fox Trot.

(Who?
Song of the Vagabonds.
Waltz with Vocal Chorus.
The Prisoner's Song.
I'll take You Home Again, Kathleen.
When I Dream of the Last Waltz With You.
Golden Dream Girl.
Down by the Winegar Works.
Bamboola. (Fox Trot)

Instrumental Records.

(Show Me the Way to Go Home, Piano.
Who? and Dye Love You? Piano.
The American Beauty Waltz, Band.
Thousand and One Night Waltz, Band.
Dark Hawaiian Eyes, Hawaiian.
Aloha (Means I Love You), Hawaiian.

HEAR THESE RECORDS AT—

EDISON STUDIO

No. 5 Duddell Street.

TOILET BRUSHES

KENT'S BEST MILITARY
HAIR BRUSHES

\$9.00 12.50 16.50 22.50 30.00 35.00 & 40.00 per pr.

NAIL BRUSHES

\$1.50 2.00 2.25 2.50 3.00 5.00

RUBBERSET MILITARY BRUSHES

\$ 6.00 pr.

SINDIX BRUSHES \$12.00 pr.

RUBBERSET SHAVING BRUSHES

\$1.75 2.50 3.50 5.00 and 6.00

PROPHYLACTIC TOOTH BRUSHES \$1.00

ALSO

BEST SHEFFIELD STEEL

FENKNIVES, SCISSORS AND RAZORS.

LANE, CRAWFORD LTD.

1ST FLOOR.



DANCE

RECORDS.

3708	AM—HA—	FOX—TROT
	EVERYBODY'S SWEETHEART	
3713	IN THE PURPLE TWILIGHT	
	ORIENTAL MOON	
3703	DON'T BRING LULA	
	HOT MISS MOLLY	
3733	SONYA	
	GOT NO TIME	
3730	UKULELE LADY	
	YES SIR, THAT'S MY BABY	
3702	OH! HOW I MISS YOU TO-NIGHT	WALTZ
	MY SWEETHEART SALLY	

AT

ANDERSON'S.

A NEW SHIPMENT OF THE
FINEST TURKISH AND VIRGINIAN
IMPERIAL BEAUTY

CIGARETTES

JUST ARRIVED—ORDER EARLY

SOLE AGENTS.—CALDBECK, MACGREGOR & CO., LTD.

Incorporated under the Companies' Ordinances of Hongkong.

THE QUEEN'S MOTOR BOAT CO., LTD.

Queen's Statue Pier.

MOTOR BOATS FOR HIRE

DAY and NIGHT

MODERATE CHARGES

Office:—64, Connaught Road C., 1st floor. Tel. C. 459.

IMITATED BY
MANY.

PERFECTION

SCOTCH

EQUALLED BY

NONE.



Sole Agents

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. Central No. 132. At George's Building, 1st House Street



Heat Power Light

GAS POINTS THE WAY

TO

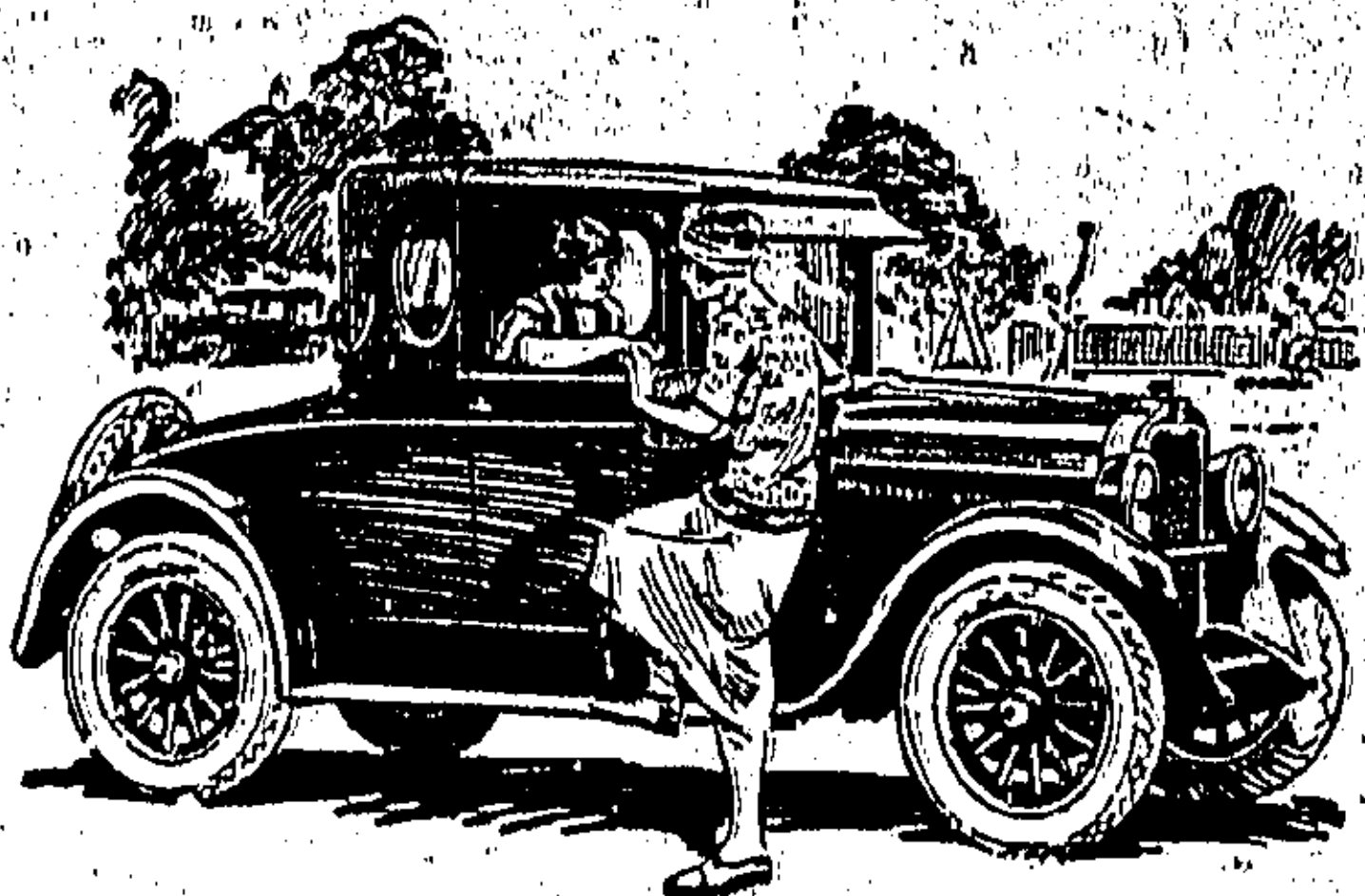
COMFORT
EFFICIENCY
ECONOMY

USE MORE GAS

SHOW ROOMS

16a, Des Voeux Road Central (Near Hongkong Hotel.)

HONGKONG & CHINA GAS CO., LTD.



WHEN BETTER AUTOMOBILES ARE BUILT,
BUICK WILL BUILD THEM

Again
Buick
has built
a better
Automobile

SEE IT AT
HONGKONG & KOWLOON TAXICAB CO., LTD.
BUICK SHOW ROOMS.

G. FALCONER & CO. (HONGKONG) LTD.

WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS

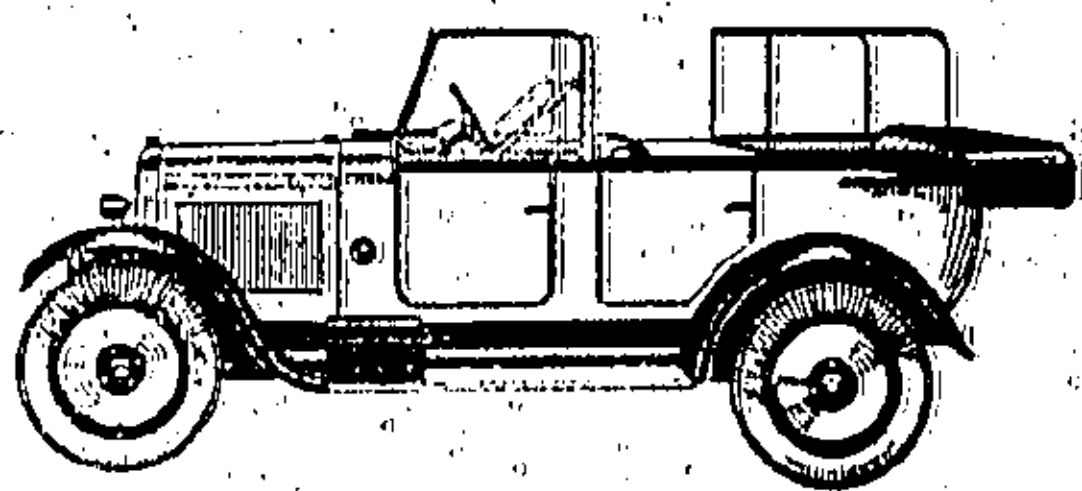
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS
ROSS'S BINOCULARS and TELESCOPES
KELVIN'S NAUTICAL INSTRUMENTS
ENGLISH SILVERWARE, direct from Manufacturers,
High-Class English Jewellery.

SINGER

The Car That Looks After Itself.

FOUR WHEEL BRAKES OVERHEAD VALVES.



10/26 H.P.

"DE LUXE" four seater

PNEUMATIC UPHOLSTERY. ALL WEATHER Equipment.

\$2,200—Immediate delivery—\$2,200

APPLY

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

PUN YICK CHO.

LAND & ESTATE AGENTS

Telephone Central No. 911-1987.

35, Queen's Road Central

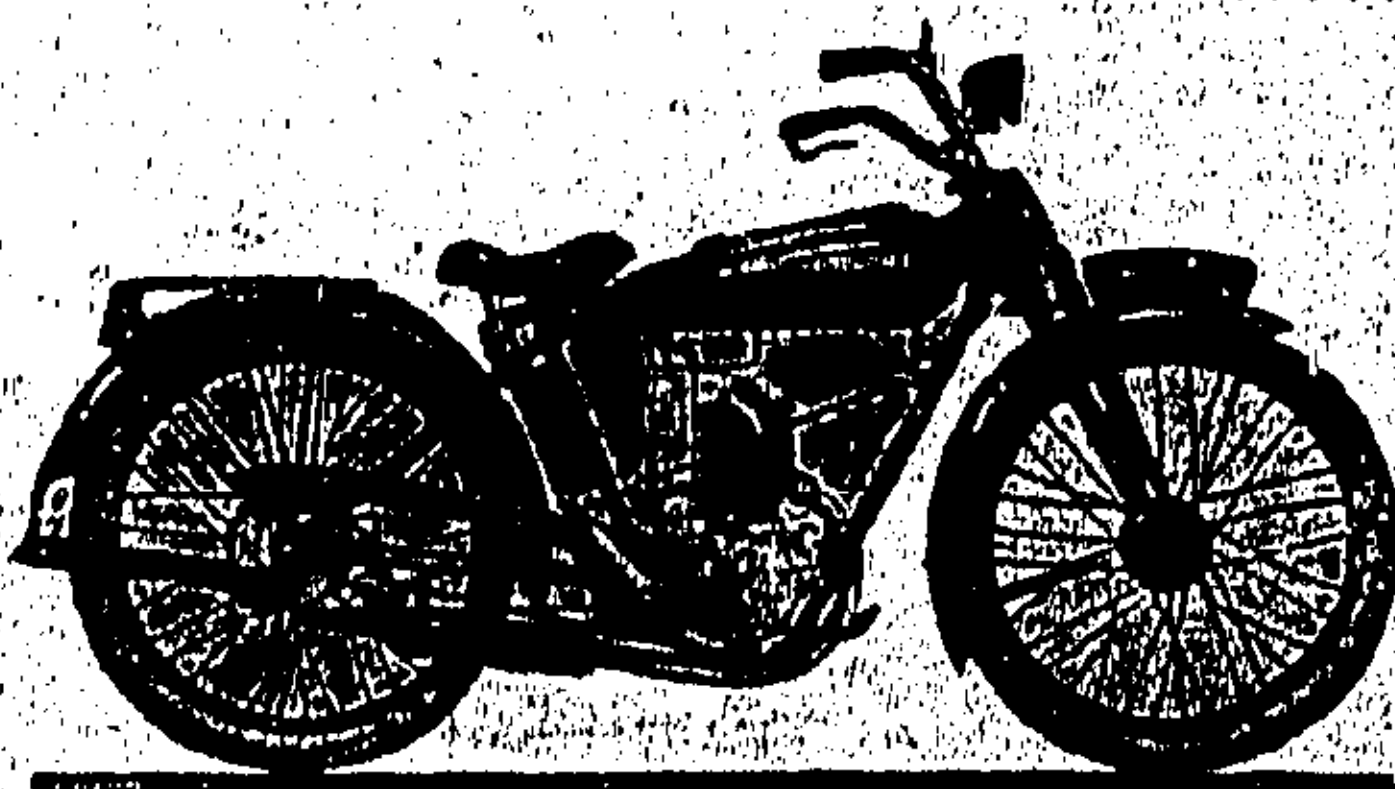
CAMPBELL MOORE & CO.

LADIES & GENTLEMEN'S HAIR DRESSERS.

The Oldest Hair Dressing Saloon in the Colony.

Established 1876.

19, Queen's Road Central, 1st floor.



3 H.P. MOTOR CYCLE \$425
2 H.P. MOTOR CYCLE \$290

Sold on Easy Terms.

LEYSECO CHINA CO., LTD.

Phone C 221

6, Des Voeux Road C. Bank of Canton Building.

LOCAL AND GENERAL.

On Tuesday, one case of diphtheria was reported as well as a case of enteric fever. Both the patients are Chinese.

Notwithstanding assurances from the Philippine health service that the islands are free from cholera, reports from the provinces, both official and private, indicate that the epidemic is growing worse.

Under the auspices of the Crown Prince of Sweden the Royal Navy Band, long recognised as pre-eminent in Swedish military music will leave in March for an extensive tour of the United States.

The Bible Society's annual meeting (Hongkong auxiliary) is to be held at 5.15 p.m. to-morrow at the Helena May Institute. Commodore A. J. E. Stirling, R.N., will preside. Speakers include the Rev. G. W. Sheppard and the Rev. Dr. T. W. Pearce.

Books in English contributed by British universities to the Tokyo Imperial University library have been arriving for some time and recently several lots comprising more than 1,450 volumes reached Tokyo. They were brought free of charge by the vessels of the Nippon Yusen Kaisha.

No. 103, Bonham Strand East (650 square feet) was sold to Mr. Leung Kai-sheung of Macao yesterday for \$38,000 at Mr. E. V. M. R. de Sousa's auction room. Mr. L. E. S. Hodge put up the Chung Kwok Restaurant Co., Ltd. (block of buildings at West Point) but the sale was withdrawn at \$290,000.

According to the "Japanese Central Observatory," there were no less than 5,297 shocks in Tokyo last year against 3,825 in the previous year, but of these 5,297, near 800 were imperceptible. The biggest earthquakes in 1925 were those in Tajima Province on May 23rd, at Kwareno, on the eastern coast in Formosa on June 14, and at Gifu in the Takaido on July 7.

Members of the senior class of Mercer University, America, have presented a petition to the president to have their diplomas written in English, instead of Latin, so they may be able to read what is written on them.

A plan for the formation of a national organisation of English teachers in Japan, with headquarters in London, has been under discussion since January. The organisation seeks to improve methods of teaching English, and to encourage research in the language, promoting lectures in and on English and the publication of more magazines in English.

Golf was played in Ireland 300 years ago, according to a discovery made by Joseph R. Fisher, member of the Boundary Commission. He has unearthed records which show that land was granted Lord Montgomery by King James near where the famous Newcastle links now are. Montgomery gave a site for a school on this and records show that he allotted sufficient space for schools to "play at golf." These disappeared during the troubled years of the civil war and rebellion in the latter half of the seventeenth century.

The last blow has been struck at the "literary cafe" of the Paris boulevards by a famous cafe which has decided to discontinue the practice of furnishing pen and ink to patrons. "High cost of everything," explained the management. No longer may pen and ink and blotter be had for the asking with "book" or "Burgundy." Habitués lament the change, recalling the generations of literary men who have frequented cafes and the "tavern masterpieces" that have been written. French artistic life for the half of the nineteenth century was nourished and cherished entirely by cafes.

A rent of 10s. 6d. a week for three-roomed flats is proposed by the London County Council at the Downham Estate.

From the number of advance reservations and queries for more information which are pouring in, it appears now as if the Pacific Rotary conference in Honolulu next May 25-26-27, is an assured success, at least so far as attendance is concerned.

Three Hakka women and five men were charged at the Kowloon Magistracy yesterday with being concerned in a conspiracy to accuse two forest guards of assault and also with assaulting them. The charge against the women being proved, they were sentenced to six months' imprisonment each, while two of the men were given three weeks' in prison.

Merriment was caused in the House of Commons when Mr. Buchanan, Labour member for the Glasgow Division of Glasgow, addressing a point of order to the Chairman, borrowed and donned the hat of Miss E. Wilkinson, Labour member for Middlesbrough.

Sir Robert Hamilton has given notice that he will ask the First Lord of the Admiralty whether he is aware that the small boat in which the late Lord Kitchener left the "Hampshire" on June 5, 1919, has been purchased by a private individual, and whether it can be acquired as a national relic.

Rear-Admiral Kobayashi, Chief of the Bureau of Naval Affairs, in reply to a question in Parliament recently, stated that the Naval Bill for 3,000,000 yen (approximately \$700,000) included in the Estimates for the next fiscal year for the construction of four new destroyers, was part of the five-year naval replacement programme. This programme provides for the construction of five cruisers, five submarines, twenty destroyers, five special service boats, and three gunboats.

SOCIAL AND PERSONAL.

The forthcoming wedding is announced in Hongkong of Mr. George Ivan Cope, civil engineer of the Shanghai Waterworks Co., Ltd., to Mrs. Annie Bradford of London.

The Manila Hotel has been showing moving pictures taken of the lounge and pavilion of the Hotel. The reels are to be sent to America so that "the folks back home will see what company Manilans keep."

The death is announced in Shanghai of Mr. William Lent of Messrs. Calder-Marshall and Co., Ltd., which occurred at his residence, 9 Wong Ka Shaw Gardens. The late Mr. Lent, who was 52 years of age, died very suddenly.

Mr. U. de B. Daly, of the Engineering Department of the Rising Sun has received word that he is to be transferred to the London office of his firm. Mr. and Mrs. Daly expect to leave Kobe for England March 25 on the steamer "Empress of Canada."

Mr. Douglas Robertson, who has been signing pro pro for the Borneo Co., Ltd., at Bangkok for some time, has been transferred to the head office in London, where he will be assistant manager. Mr. and Mrs. Douglas Robertson will be leaving Bangkok shortly. Prior to going to Bangkok, Mr. Robertson was in the Singapore office of the Borneo Company.

A shake-up in Cabinet employees is threatened by Chief Secretary Teng Han-hsiang, unless better hours are kept. The first day that the Chief Secretary arrived at his office at nine, according to the "Peking Leader," there was no one there but coolies. The same thing happened again and warning has been given that those who want to hold their jobs had better be at their desks early in the morning, the Chief Secretary himself appearing at eight.

A demand that the tango be more often played in the dancing resorts of Shanghai is being widely voiced, according to Professor O. Therass, who says that more and more Shanghai people are learning this graceful dance. Naturally they would like some opportunity to practice their new accomplishment and except at the French Club there is little opportunity. The tango is the dance of the future, Professor Therass declares, and will be danced when the Charleston is forgotten.

The Manila Rotarians were entertained at a luncheon on board the Franconia, by Mr. Ross Skinner, director of the cruise.

The friends of Sir Paul Chater, C.M.G., will regret to learn that he has been confined to his house for the last two days, suffering from a severe chill.

St. Andrew's Cathedral choir, Singapore, attended in full strength recently to do honour to one of their number, Mr. Hector MacDonald Wyllie, on the occasion of his marriage to Miss Margaret Ann Littlejohn, daughter of Mr. Littlejohn. The bridegroom is a director of Messrs. Aldens Successors (Eastern), Ltd., and has been a popular member of the choir for several years. The Bishop of Singapore, the Rev. C. J. Ferguson-Davie, officiated, assisted by Archdeacon F. G. Swindell, and the service was fully choral.

The marriage of Mrs. Marian Currie to Mr. A. Wallace Jones has been solemnised in Kobe. The consular service was held at H.B.M.'s Consulate General and a quiet church service took place at All Saints' Church followed by a wedding reception at the residence of Mr. H. T. Stapleton. Mr. Jones was manager of the Kobe Branch of the Chartered Bank but will depart on home leave with his bride via the steamer "Empress of Canada," which sails from Kobe March 25. Mr. Stapleton relieved Mr. Jones as Kobe manager of the Bank.

Mr. H. E. Standage, manager of the Yokohama office of the shipping firm of Mackinnon, Mackenzie and Company, Ltd., has been transferred to the Hongkong office of that firm, and will leave Yokohama for Hongkong on March 18, says the "Japan Advertiser." Mr. Standage is well known in Yokohama and Tokyo, being particularly active in sports. He was captain of Y.C. and A.C. cricket team. Mr. Standage will be succeeded by Mr. E. W. H. Carpenter, former manager of the Shanghai office of Mackinnon, Mackenzie and Company who has just returned to the Far East from a vacation of several months spent in England. Mr. Carpenter has been in the service of the shipping firm for 20 years, all of which time he has spent in the East. He has already arrived at Yokohama preparatory to taking over his new duties.

Mrs. Conrad has written a book about her late husband called "Joseph Conrad as I Knew Him."

Instead of breakfast, dinner and tea, third-class passengers on White Star liners are to enjoy breakfast, lunch, and dinner, as in the other classes.

Miss Frances McEuen has been taken to the General Hospital, Shanghai, pending an operation for appendicitis. Miss McEuen is the niece of Mr. K. J. McEuen, late Commissioner of Police.

Professor Gustav Eberlein, noted sculptor, is dead at the age of seventy-nine. He studied at Nuremberg, and at first devoted his time to the goldsmith's art. Later, he turned to sculpture, among his works being statues of William I, Emperor Frederick and Bismarck. He was the author of works on poetry, painting and travel.

Mrs. M. E. Smith, who was the first woman Cabinet Minister in the British Empire, and who is known throughout British Columbia as "Our Mary Ellen," has taken the initiative in attempting to revive a big industrial development scheme involving the erection of a large steel works near Vancouver. In 1922 steps were first taken to raise \$3,000,000, with the promise that \$300,000 should be guaranteed by the British Columbia Government, a similar guarantee being forthcoming from other sources. Mrs. Smith has now filed a resolution in the Provincial Legislature, asking that the British Columbia Government's guarantee should be carried out.

No. 10 Downing Street possesses a new carpet of what is even more desirable, a carpet which has passed into the antique category, without having been through the intermediate stage of being old. It happened like this, so Mrs. Baldwin told an enterprising newspaperman recently. Mrs. Baldwin did not like the look of the drawing-room carpet at No. 10, so she asked the Office of Works whether it would provide a new one. The Office of Works, however, being in really commendable awe of Winston Churchill, and his economy campaign, demurred, whereupon Mrs. Baldwin said (in effect): "Let the thing be washed." So it was taken up and washed for the first time in forty years, but when they came to remove the dust that had accumulated underneath, it was found to be a magnificent Persian carpet.

GREEN ISLAND CEMENT CO., LTD.

BEST PORTLAND CEMENT

SHEWAN, TOMES & CO.

General Managers

HONGKONG

RAIN COATS

WHICH GIVE
YOU UTMOST
PROTECTION
IN WET WEATHER



FINEST QUALITY
MATERIAL AND GOOD
WORKMANSHIP COMBINE

TO MAKE OUR RAINCOATS GIVE
ABSOLUTE SATISFACTION

"MANDLEBERG" HIGHEST GRADE, ENGLISH
MADE, GIVING EXCEPTIONAL WEARING
QUALITIES @ \$35.50

"PELICAN" THOROUGHLY WATERPROOFED,
ENGLISH MADE @ \$29.50

"U.B." WATERPROOF, SILK FINISH OF VERY
SMART APPEARANCE, ENGLISH MADE
@ \$25.00

"NIRVANA" RUBBER-LINED, WATERPROOF,
ENGLISH MADE, EXCEPTIONALLY GOOD VALUE
@ \$11.50

NOW IS THE TIME TO BUY.

THE SINCERE CO., LTD.

THE RITZ CATERERS

Meas at all hours from 8 a.m. to 12.00 midnight.
Now serving..... Special \$1.00 Tiffin.
Morning And Afternoon Teas. Good Assortment
of Fancy Cakes

Wedding and Christening Cakes to Order
Only the best food and wines served.

Telephone:—C. 2336 NOWELL B. WHITE,
Proprietor.

PURICO

100% PURE

MADE FROM PURE VEGETABLE FAT.

Endorsed by the highest Medical Authorities

PURICO is the purest edible product known to medical science. It is a vegetable lard of absolute purity and wholesomeness, manufactured entirely from coconuts. Delicious, appetising, smooth, creamy, and snow-white in colour, it is unrivalled in any respect for all cooking purposes.

Packed conveniently in 1½ lb. and 50 lb. tins.

Obtainable from all stores and some
pradores both in Hongkong and Kowloon.

Sole Agents:

KELLER, KERN & CO., LTD.

"CHINA MAIL" SPORTS PAGE

HOME SOCCER.

LATEST RESULTS IN MID-WEEK.

LEAGUE TABLES TO DATE.

(Reader's Service.)

London, March 24.

Matches played to-day in the Football League (home team given first):

ENGLISH LEAGUE.

Division II.

South Shields 1, Clifton Orient 0.
Reading 2, Aberdeen 1.
Bristol Rovers 3, Crystal Palace 1.
Celtic 4, St. Johnstone 1.

The respective tables now stand—

Division II.

	P.	W.	D.	L.	F.A. Pts.
Wednesday	34	21	5	8	75 42 47
Derby	33	19	6	8	63 35 4
Chelsea	33	16	10	7	67 39 40
Swansea	32	17	5	10	65 40 38
Port Vale	33	17	4	12	68 43 38
Oldham	33	16	6	11	59 47 38
South Shields	33	17	4	14	63 52 37
Middlesbrough	33	15	1	16	68 59 37
Wolves	33	15	5	13	56 48 35
Blackpool	34	14	7	13	66 56 34
Portsmouth	34	14	7	13	66 56 34
Hull City	33	13	8	12	52 44 33
Preston	33	14	4	15	58 73 32
Barnsley	33	10	11	12	50 60 30
Southampton	34	12	6	16	53 34 30
Darlington	35	11	8	16	58 63 30
Bradford City	33	11	8	14	37 30 30
Fulham	33	9	8	14	36 62 29
Clapton	33	9	6	17	41 57 24
Stoke	33	9	6	18	42 57 24
Nottingham Forest	33	8	7	17	37 59 23
Stockport	34	6	8	20	40 79 20

Division III (South).

	P.	W.	D.	L.	F.A. Pts.
Reading	34	19	9	6	58 40 47
Bristol City	34	18	9	7	55 35 45
Millwall	33	16	9	8	55 41 41
Plymouth	32	17	7	8	51 47 41
Brighton	33	17	6	10	71 50 40
Gillingham	34	15	5	14	47 38 35
Southend	33	16	3	14	53 54 35
Swindon	33	15	5	13	52 49 35
Luton	34	14	6	14	66 65 34
Aberdeen	33	14	4	15	64 34 32
Northants	33	13	6	14	60 64 32
Newport	34	12	8	14	51 37 32
Watford	33	12	8	13	62 37 32
Bournemouth	32	12	7	14	49 73 31
Crystal Palace	33	14	2	17	56 67 30
Charlton	32	9	12	11	38 45 30
Verthys	34	11	8	15	52 63 30
Brentford	33	13	4	16	57 75 30
Bristol Rovers	33	11	6	16	53 54 28
Norwich	33	11	6	16	45 50 28
Exeter	33	9	6	18	50 59 24
Q. P. R.	34	8	8	21	30 65 18

Scottish League.

	P.	W.	D.	L.	F.A. Pts.
Celtic	31	21	6	4	80 33 48
Airdrieonians	33	20	4	9	84 47 44
Hearts	34	18	7	9	71 51 43
St. Mirren	34	17	7	10	52 47 41
Motherwell	35	16	8	11	62 44 40
Cowdenbeath	34	16	6	12	77 61 38
Falkirk	33	13	12	8	52 48 38
Rangers	33	16	5	12	70 50 37
Kilmarnock	33	16	5	12	72 57 37
Dundee	34	12	8	14	39 52 32
Aberdeen	33	11	9	13	45 40 31
Hamilton	33	11	8	14	62 31 30
Hibernians	34	12	5	17	66 61 29
Partick T.	32	9	11	12	56 60 28
Morton	33	11	6	16	48 70 28
Queen's Park	33	12	3	18	59 74 27
Rath R.	33	11	3	19	42 67 25
St. Johnstone	34	8	8	18	39 73 24
Dundee U.	32	9	5	18	39 72 23
Clydebank	33	7	6	19	50 76 20

RATIONALISTS.

ANNUAL MEETING HELD YESTERDAY.

A SUCCESSFUL YEAR.

The annual meeting of the Hongkong Rationalist Press Association was held yesterday afternoon, the chair being taken by Dr. W. W. Pearse, the president.

In presenting the report and accounts, Mr. R. A. D. Forrest (honorary secretary) said:—
For the year 1925 there were on the books of the local branch the names of 49 members. Of these one has so far failed to renew his subscription for the current year and three have left the district. As against this the new members who have so far joined our ranks for the year 1926 total 36, so that we have 81 members, an increase of 32, or just over 65 per cent. as compared with last year. It is not impossible that this figure will be further increased in the course of the year.

The fact that our local branch has lost the services of those who have removed from the district is the less to be regretted when we consider that our loss is the gain of another local branch. It is to be hoped that members removed from our district to places where there is as yet no local secretary will seriously consider the opportunity thereby presented to them of further strengthening the Rationalist movement by themselves undertaking the duties of secretary wherever the circumstances permit.

100/1 WINS.

LINCOLNSHIRE HANDICAP RESULT.

HOME FLAT RACING.

(Reader's Service.)

London, March 24.

The Lincolnshire Handicap to-day resulted:—

King of Clubs 1
Zionist 2
Vasington Star 3

There were 26 starters. Won by a head; three-quarters of a length between second and third.

Starting prices were:—100/1 against King of Clubs; 9/2 against Zionist; 25/1 against Vasington Star.

[The race is over a mile and is run at Lincoln. It is the first important event in the Home flat racing season.]

Zionist is a 4-year-old and his weight was 9st 1lb (top weight). He was favourite in the earlier betting and seems to have started favourite in the race.

Vasington Star is a 5-year-old and his weight was 7st 7lb.

The winner is a 6-year-old weighted at 8st 2lb.

There were 38 acceptances.]

HOME GOLF.

CAMBRIDGE v. OXFORD RESULT.

LIGHT BLUES WIN.

(Reader's Service.)

London, March 24.

At Burnham, Somerset, the Inter-Varsity golf match, Cambridge beat Oxford by 9 matches to 6.

KEEPING CLOSE.

SENIOR SOCCER LEAGUE LEADERS.

Yesterday's victory in the senior division of the Hongkong Football League puts the 1st East Surrey Regiment (holders) one point behind the leaders, the Kowloon F.C., each with two more matches to play.

It was on the Sookumpoo ground, and on a slippery pitch which had been affected by the rain to some extent, that the infantrymen defeated the Club de Recreo (the babes of the first league).

Early in the game Humberstone (the inter-club forward) rounded off two splendid moves by his partner, Macklesworth and put the soldiers a couple of goals up. Silva reduced the deficit before the interval, but after half-time Cheeseman made it 3-1. Butler was injured and had to retire.

The following will represent the Civil Service Cricket Club "A" XI in a second division league match against the Royal Engineers on Saturday at the Civil Service ground on Saturday:—
W. H. Edmonds (capt.), C. Sara, T. W. Carr, R. S. W. Paterson, F. H. Harper, S. B. Spilliet, F. Westlake, F. Haynes, B. C. K. Hawkins, J. H. B. Nihill and F. E. Booker. Reserve: W. Sayers.

BILLIARDS MATCH.

TAM UN BEAT VARSITY AGAIN.

SCORES IN DETAIL.

The Tam Un Club entertained the University Union in a return billiards match on Monday and Tuesday this week.

After some interesting play, the Tam Un Club won by 132 points.

For the Club, Mr. P. S. Leung, the captain, gave a good exhibition and his breaks included an all-round 54.

Perhaps owing to the strange table, the players of the Union were below form, but Mr. K. Y. Chan played a creditable game especially when he was opposed by Mr. S. C. Kwok who has been a semi-finalist and last year was runner-up in the open championship of the Colony.

Detailed scores of the games were:—

	Wong Kwok-man	156
	P. K. Kwok	250
	S. C. Kwok	250
	P. S. Leung	250
	Wei Kan	233
	S. H. Wong	250
		1,389

University Union.

	W. H. Sling	250
	S. C. Ho	150
	K. Y. Chan	226
	T. S. Tsoi	148
	C. E. Lee	250
	H. N. Balhatchet	233
		1,257

[The first match at the Union was also won by the Tam Un Club by 73 points.]

LAWN TENNIS.

TO-DAY'S FIXTURES AT THE H.K.C.C.

Weather permitting, the following matches in the Hongkong C.C. annual lawn tennis tournament will be played to-day:—

Open Doubles:—(1st round): Major H. R. Edwards and J. R. Craig v. Cheong Tuck-wing and Leong Hoi-yang, (2nd round, bye); Lt. Col. F. S. Montague Bates and Captain R. H. P. West v. A. D. Humphreys and Prof. R. A. E. Tottenham; E. de Souza and F. Ribeiro v. A. Piercy and W. B. Cornaby, (2nd round): M. K. and M. W. Lo v. T. Yamada and T. Bdo.

Handicap Singles "B" (1st round):—C. H. G. Bradley (owe 1/6) v. A. K. Mackenzie (owe 5/6). Mixed Doubles (2nd round, bye): J. Hall and Mrs. Hall (sch.) v. O. C. Wymack and Mrs. E. R. Childe (owe 1/6).

KOWLOON GOLF CLUB.

Proposed by the chairman, Mr. E. Cook (President), and seconded by Mr. W. Goldenberg, amendments to the Articles of the Kowloon Golf Club were passed at an extraordinary meeting held yesterday (in the Central British School, Kowloon) when the committee was empowered to alter the amount of subscription and to divide membership into two classes, viz., resident and sea-going.

had been asked to convey to the Hongkong Association the good wishes of the secretary of the association was received with applause.

PRESIDENT'S DEPARTURE.

Mr. J. Smith, on behalf of the members, expressed to Dr. Pearse their good wishes for his continued health and happiness while on leave. His reference to the valuable services rendered by Dr. Pearse as president was received with applause.

In reply Dr. Pearse thanked the members and paid tribute to the work done by Mr. Forrest as secretary. Continuing he said he would not be in England until the end of the present year or the beginning of next, but one of the first places to which he would go would be the R.E.A. and he would tell them that in Hongkong there was a live and increasing association with every prospect of continued success. (Applause)

Mr. G. B. Pulham, Erecting Engineer of the Metropolitan Vickers Electrical Company, Manchester, arrived this morning by the s.s. "Cheong Shing" from Tientsin, and is staying at the King Edward Hotel. Mr. Pulham, who has been in North China for several months supervising the erection of a new power station, leaves for Canton tomorrow.

ARBITRATION.

THE PRESENT LAW IN THE COLONY.

CHAMBERS' OPINION.

A matter of considerable importance in connection with arbitration proceedings was brought to the notice of the General Chamber of Commerce during the year by the Colonial Government, says the Chamber's annual report. The Colonial Secretary wrote on December 19, 1924, enclosing a copy of the Arbitration Clauses (Protocol) Act, 1924, enacted to give effect to a Protocol on the subject of arbitration signed on behalf of His Majesty at a meeting of the Assembly of the League of Nations held on September 24, 1923. The Protocol, which appears in the schedule to the Act, is an agreement intended to secure, in the Courts of the contracting States, recognition of arbitration agreements as grounds for staying legal proceedings with reference to the disputes covered by such arbitration agreements.

Exceptions to Rule. "As the law stands at present in this Colony" (wrote the Colonial Secretary) "a person who has agreed to submit present or future differences to arbitration can nevertheless prosecute legal proceedings in respect of such differences. This rule is subject to two exceptions. In the first place, the agreement to submit to arbitration may provide expressly that no cause of action is to arise until an award has been obtained; in this case, recourse must first be had to arbitration. In the second place, if the agreement to submit to arbitration is, in writing, the court has power to order a stay of proceedings and so to enforce indirectly the agreement to arbitrate. This power, however, is discretionary, and in certain cases a stay may be refused. Further, the power of granting a stay applies only if the agreement to arbitrate is in writing. Under the Protocol the contracting States agree that any agreement to arbitrate shall be a ground for a stay, unless, of course, the arbitration has become inoperative and cannot proceed. The Secretary of State for the Colonies has enquired whether it is desired that notice of accession to the Protocol should be given on behalf of the Colony of Hongkong, and I am directed to enquire whether your Committee wish to express any opinion in the matter. I would point out that it seems desirable on general grounds that legal proceedings, and principles should so far as possible be assimilated throughout the world, and that on this ground, if on no other, accession seems desirable."

Against the Proposal. The Legal Sub-Committee gave this question very careful consideration, and advised against the proposal, holding that Hongkong's geographical and commercial position makes it most undesirable that the Colony should be one of the contracting parties. The Legal Sub-Committee pointed out that where the parties have by their written contract agreed to submit their differences to arbitration, the Court will stay proceedings taken independently of the contract to arbitrate, save in exceptional circumstances such as:—(1) Where the agreement to arbitrate is impeached; (2) Where there is corruption or misconduct on the part of the arbitrator.

The effect of the Protocol is to oust the jurisdiction of our Courts with great caution. If the Protocol was intended to apply to verbal contracts it could only have the effect of creating confusion and uncertainty. Undoubtedly, in some countries, where suitable provision had not been made for arbitration, the Protocol would be of great utility; but under circumstances such as prevail in Hongkong there would appear to be no necessity for it.

Moreover, in Hongkong a large number of contracts were made each year between parties carrying on business in Hongkong, and parties residing in China. If China became a contracting State it would be easy for an unscrupulous party to a contract to allege a verbal agreement to arbitrate in China. Such an allegation must stay the hearing of a summons for judgment and in any event would necessitate the trial of this issue. If arbitration proceedings were taken in China it would be almost impossible for a party to such proceedings to recover the amount awarded to him in the Chinese Courts.

On the other hand, an arbitration conducted in China would be all probability irregular and could be set aside in the event of proceedings being instituted in Hongkong to enforce the award. It could not be so strongly emphasized that Hongkong is on the border of China with whose people large commercial transactions are constantly being carried on, and that it is most undesirable that the Colony should be one of the contracting parties.

"Papa, what is a 'hoo-hoo'?" "He's the man who has that sort of the road you want."

which cannot at present be too seriously pursued.

On this advice the Chamber resolved that the Government should be urged to refrain from ratifying the Protocol.

The Tientsin Chamber agreed that Mr. Mounsey's proposals were sound—if there were a stable Government in China, so that money devoted to railways would not be frittered away. The Tientsin Chamber felt that no satisfactory scheme for the disposal of the Boxer Indemnity was practicable until a stable Government was established.

BOXER INDEMNITY.

VIEWS OF CHAMBERS OF COMMERCE.

RAILWAYS AND EDUCATION.

In view of the presence in China of the British Boxer Indemnity Mission, the following, from the annual report of the General Chamber of Commerce is of topical interest:—

On February 13, the Association of British Chambers in China and Hongkong asked the Chamber for its views on proposals that the Boxer Indemnity be devoted to railway development as well as education. These proposals were contained in a memorandum read by Mr. Mounsey before the Tientsin British Chamber of Commerce on July 10, 1924, in which he urged a loan on the total amount of the Boxer Indemnity Funds for railway construction, suggesting that it was undesirable to spend all the money on education, when railway work would give employment both in China and in the United Kingdom, and be of paramount advantage to China.

The Peking Chamber considered the balance of advantage was in favour of the expenditure of the Indemnity funds on the development of railways, rather than on other objects.

The Shanghai British Chamber unanimously recorded the view that employment of the funds for education of Chinese on British lines in China, and for the support of British medical missions and hospitals, were the best uses to which the Indemnity funds could be put.

"Very Difficult Situation." Writing to the Canton, Hankow, Tientsin and Mukden Chambers, the Shanghai Chamber emphasised that two Conferences had confirmed this view and to change now would produce "a very difficult situation."

The Peking Chamber wrote to Shanghai urging use of part of the funds for railways and part for education, and quoted Chinese support of this view. The Tientsin Chamber passed a similar resolution, mentioning also conservation and reclamation schemes.

The Associated Chamber on January 7, circulated copies of correspondence with the Foreign Office which stated that the purposes to which the funds were to be applied were to be preferably of an educational character, but not necessarily or exclusively educational. The letter added:—

"Mr. Chamberlain is well aware of the very practical interest which the Associated British Chambers of Commerce in China and Hongkong have been taking in education in general and in the Boxer Indemnity question in particular. The resolutions passed at their annual meetings are being borne in mind in this connection and when the detailed work of the advisory committee commences, steps will be taken to obtain their further views."

Local Chamber's Fears. This Chamber on March 30, wrote to the Associated Chambers, Shanghai, suggesting that to use any part of the Boxer Indemnity for railway development would produce international complications, having regard to the fact that Foreign Powers are concerned with the railways of China. The Committee expressed the opinion that, having regard to the present condition of China, the views expressed by the Conference of British Chambers should be adhered to, namely, that the purposes to which these funds can most usefully be applied are the education of Chinese on British lines and the support of British medical work, educational and clinical, in China.

Conservancy schemes, it was suggested, would bring about no permanent good, apart from appropriation and therefore would involve too great expenditure to be met out of the Boxer Indemnity Funds.

"Papa, what is a 'hoo-hoo'?" "He's the man who has that sort of the road you want."

which cannot at present be too seriously pursued.

On this advice the Chamber resolved that the Government should be urged to refrain from ratifying the Protocol.

LOCAL SHARE MARKET.

OFFICIAL QUOTATIONS.

HONGKONG, MARCH 25, 1926, 10.30 A.M.

Name	Hongkong Stock Exchange	Hongkong Sharebroskers Association	Shanghai Stock & Share Society
T.T. on London	2 3/4	2 3/4	2 3/4
T.T. on Shanghai	76 1/2	76 1/2	76 1/2
Banks			
Hongkong Bank	105 1/2	105 1/2	105 1/2
do. London	67 1/2	67 1/2	67 1/2
Chartered Bank	62 1/2	62 1/2	62 1/2
Mercantile Bank, A. & B.	63 1/2	63 1/2	63 1/2
do. C.	61 1/2	61 1/2	61 1/2
P. & O. Bank	60 1/2	60 1/2	60 1/2
Bank of East Asia	57 1/2	57 1/2	57 1/2
Marine Insurance	80 1/2	80 1/2	80 1/2
Canton Insurance	62 1/2	62 1/2	62 1/2
China Underwriters	19 1/2	19 1/2	19 1/2
North China Insurance	17 1/2	17 1/2	17 1/2
Union Insurance	28 1/2	28 1/2	28 1/2
Yangtze Insurance	44 1/2	44 1/2	44 1/2
Fire Insurance			
China Fire Insurance	16 1/2	16 1/2	16 1/2
S.K. Fire Insurance	57 1/2	57 1/2	57 1/2
Shipping			
Douglases	28 1/2	28 1/2	28 1/2
Hongkong Steamboats	24 1/2	24 1/2	24 1/2
H.K. Tugs & Lighters	24 1/2	24 1/2	24 1/2
Indo-China (Pref.)	38 1/2	38 1/2	38 1/2
do. (Def.) Ltd.	40 1/2	40 1/2	40 1/2
do. (H.K.) Ltd.	45 1/2	45 1/2	45 1/2
Oriental Navigation	24 1/2	24 1/2	24 1/2
Shell Transport	88 1/2	88 1/2	88 1/2
Star Ferries	56 1/2	56 1/2	56 1/2
Water-boats	15 1/2	15 1/2	15 1/2
Refineries			
China Sugars	27 1/2	27 1/2	27 1/2
Malayan Sugars	39 1/2	39 1/2	39 1/2
Mining			
Benguet	180 1/2	180 1/2	180 1/2
Kallang Mining Ad.	42 1/2	42 1/2	42 1/2
Langkats (Combined)	23 1/2	23 1/2	23 1/2



LADIES'
and
GENTS'

WATERPROOFS

RAIN SHOES—
UMBRELLAS
GENTS WATERPROOFS
\$8.75 and up.

YEE SANG FAT CO.

FOR
ORNAMENTAL PLASTERWORK

OF EVERY DESCRIPTION
COMMUNICATE
WITH

THE

SIMPLEX PLASTER CO., LTD.

2nd Floor, Powell's Building.

Tel. C. 3749.

Hongkong's Artistic Photographers

The

YING MING STUDIO

Queen's Road Central

(Official Photographers of the "China Mail.")

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD
MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equaled in diseases arising from impure blood. It cleanses out and cures from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy, leprosy, glandular swellings, bed sores, abscesses, ulcers, eczema, psoriasis, rheumatism, polio or beriberi, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown & Chronic Weakness.
Beware of cheap imitations. The VETARZO REMEDY CO., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

PRINTING

THE NEWSPAPER ENTERPRISE, LTD.
HONGKONG.

5, Wyndham Street Telephone Central 22.

People and Events in the News of the World



POOR GET COAL.

Scarcity and high price of coal, due to the anthracite strike, worked great hardship on New York's poor. They stood in line for hours at the Stanton Street docks, waiting their turn to buy and carry home their allotment of soft coal, in most cases amounting to a mere bagful.



MRS. A. A. STILLMAN

Mrs. Anne U. Stillman sailed for Europe with her husband, James A. Stillman, after the couple decided to end the five years' lurid litigation which kept them before the public for five years. They decided to "clean the slate" for the sake of their children.



COUNT VON BERNSTORFF



W. S. FARISH



MRS. MARY HAMILTON



DR. JOHN JACOB ABEL

Count Von Bernstorff, former Ambassador to the United States, heads the German delegation to the preliminary disarmament conference at Geneva. W. S. Farish is the newly elected president of the American Petroleum Institute. Mrs. Mary Hamilton, New York's first policewoman, has resigned after nine years' service. Dr. John Jacob Abel, of John Hopkins Medical School, has perfected the development of insulin in a pure crystalline form.



MRS. JESSE B. DAWES



MAJOR THOMAS G. LAMPHIER



CAPTAIN CARL GRAATZ



CAPTAIN GIRIER

Mrs. Jesse B. Dawes, made \$20,000 in a land deal and will give the money for a Salvation Army home for girls. Major Thomas G. Lamphier is to leave for Alaska, where he will fly one of the planes in which the Wilkins Expedition will try to reach the North Pole. Captain Carl Graatz, master of s.s. "Westphalia," rescued the crew of the freighter "Alkaid" in mid-ocean as the vessel was sinking. Captain Girier, with two companions, flew a plane from Paris to Persia and back in sixty flying hours.

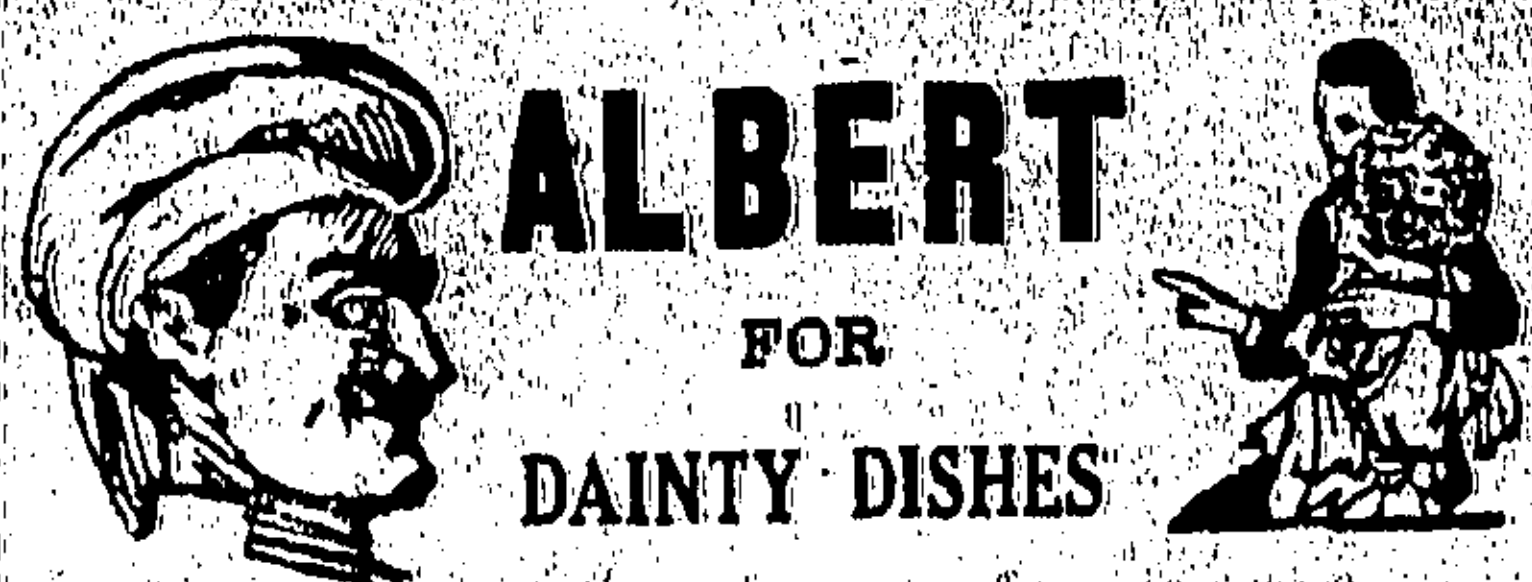


A Palm Beach garage when a tornado swept across Florida, killing a child, injuring scores of others and causing \$200,000 damages.

BRINGING UP FATHER.



WE HAVE
Great Varieties of Used and Unused
POSTAGE STAMPS
Singles, Sets, Packets, Bags
and
on Approval Books,
FOR COLLECTIONS.
GRACA & CO.,
DEALERS IN POSTAGE STAMPS,
POST CARDS, SEEDS, TOYS, ETC.
No. 10, WYNDHAM STREET,
HONGKONG.
P. O. Box 880.



ALBERT

FOR
DAINTY DISHES

A DIALOGUE BETWEEN CONNOISSEURS

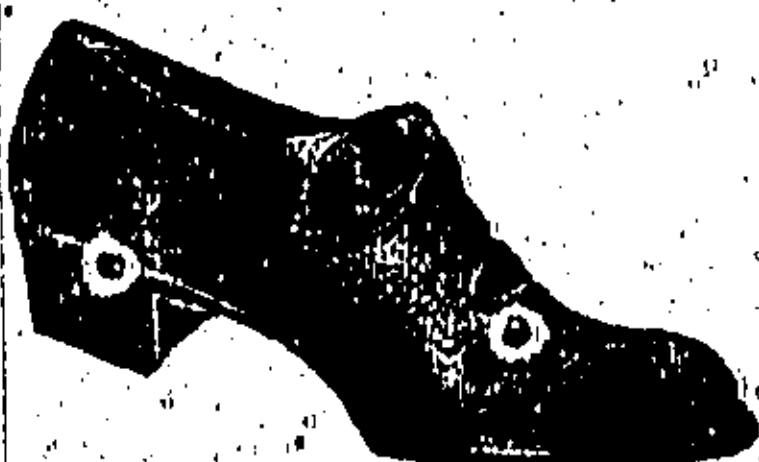
He.—Where are you going?
She.—Why, To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.
He.—That is so! His French Cakes at \$1.00 per dozen, his Madeira Cakes, his Big Cakes, his Ice Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.
She.—Quite so! and he also has a new menu comprising 10.80 a.m. to midnight.

Queen's Road Central
(Opposite Hongkong Hotel Building)

SHOEMAKERS

(Japanese Hand Made)
Every Kind of Footwear
MADE TO ORDER.

CHERRY & CO.,



6, D'AGUIAR STREET,
Opposite Karamally & Co.
Telephone Central No. 491.
Hongkong, March 20, 1914.



Never a
moment
sick!

"Never a moment sick"
—wrote a doctor to us
about his son, Hugh—
"I would like everybody
to know the value of
Glaxo and use it."

Give your baby Glaxo—
the food the doctors give
to their own babies—the
food that builds firm
flesh, plenty of bone,
and a strong constitution.
Ask your Doctor!



"Builds Bonnie Babies"
Write for Free Sample
and Descriptive Booklet to
Sole Agents:
W. E. LITTLE & CO.,
Hongkong.

ODDS AND ENDS

Blue To Bring Sleep.

Blue is announced as a sure cure for insomnia, according to a French physician who prefers to hide his identity behind a mask of anonymity (says the "Daily Times Journal," Fort-William, Ontario). All that it is necessary for any one to do who was troubled with sleepless nights, is to upholster and to decorate his bedroom in blue, a quiet subdued blue, and upon retiring he will sink into restful and deep slumber. "It is necessary to live in blue," this French authority is quoted as saying. "Red both tires and excites, it is the section of the spectrum the least favourable to man's well-being. Green makes one happy, but blue alone is calm and quiet. Let us immediately upholster our rooms in this divine colour and let us light our rooms with a blue light (by means of coloured bulbs) so that no other colour may contradict the effect we are striving for. And in order to have the proper transition from this sedative light to ordinary daylight, we should upholster and light our vestibules in green."

Women of To-day.

Columns in the newspapers every day are devoted to shingled heads, boyish figures, rubber corsets, and the importance of women being womanly—just as if they could help it (says a casual contributor in the "Evening Standard"). Being a solicitor or a barrister or a chartered accountant doesn't keep a woman from getting married any more than a flood of Marie Stopes's literature prevents the normal man and woman from becoming parents; it delays both processes a little, that is all—and that is the fault of the man more often than of the woman. Beauty is but skin deep, but womanliness isn't really a matter of long tresses, or fine figures, long, clinging skirts, or a devotion to croquet, as men seem to imagine it; it's a matter of wanting something she hasn't got. That club of business women is too small! What are 250 women among two millions? There are not enough boyish figures in the country today. A wholesale dress designer stated that his frocks were made in three sizes—the very slim for the expensive shops, the average for the middle-class shops, and the largest size for the cheap stores. As for shingled heads—there ought to be a million of them at least—that is, if men want to see the backward swing of the pendulum really perfectible! As a matter of fact, it has begun—only no one seems to realise it. It may not take the form the average man desires—that of playing second fiddle in every respect. Every woman in public life wants to be photographed in an atmosphere of domesticity.

At Lady Astor's.

Small, slender, but vital from the top of her graceful head to the tip of her tiny feet, Lady Astor's charm lies not only in the fact that she is a dame in the guise of an ethereal woman but in her unconscious *joie de vivre*, writes Elizabeth Craig in "The World Magazine" (New York). She gives of that joy to every one she meets. "Come on, this way to the bar," she sang out at one of her receptions as she led the way into the ivory and gold dining hall, making a joke of her Prohibition refreshments—lemon and orangeade in company with tea and coffee. But it would not matter if there were no refreshments. Lady Astor is so stimulating of herself her guests need none. They would flock to her salons, wildly nifty. I wish I could paint you the ballroom, empty, in the rich golden tones that combine to form a lovely frame for the most brilliant assemblage. Inset panels of rich golden brocade, framed with gilded scrolls and lit by magnificent gilt chandeliers, it is essentially an Empire room. Two small candelabra, supported by graceful cupids, flank the mantelpiece, overlooked by an Empire gilt-edged mirror with handsome white marble busts on Sienna marble on guard at either side.

Aeroplanes' Wireles.

A French "Goliath" air express flying on the London-Paris route has been fitted experimentally with a 7-valve wireless receiving set, connected with which are 12 pairs of head-phones, one for each passenger in the saloon. The receiver is in the fore-part of the plane and is manipulated by the engineer who accompanies the pilot. After further experiments it is proposed to equip other large aeroplane expresses so that passengers can listen to broadcast programmes while in flight.

Flowers at New Year's Fair.
Blossoms for the New Year,
Twisting branches, heavy bending—

Rubric, crimson, purple, saffron,
Painted shades from Gold Cathay;
Finnish stalks in waving grasses
Phallic, the Red Wood jar—
Painted berries for sale
As the crowd surged by.

A coal cart stopped. A sootied face
Of torpid bronze
Was lifted by the window ledge—
Dreamed back to a low mud house,
When Ching Ming sunshine
Brought the apricot and peach.
By the wall, where all lay buried,
Then flowers were blooming
Free—

Still the crowd surged by.
Robert Merrill Bartlett, in the
"Christian Science Monitor."

Thirsty Ordeal.

How two Canadian mounted policemen, in their Spartan-like devotion to duty, inflicted upon themselves the punishment of Tantalus, is told in the annual report of the Royal Canadian Mounted Police. The report relates that two members of the force were afflicted with a grievous thirst while guarding a consignment of seized liquor. The seizure was made on an island off Nova Scotia last August, and was valued at 13,000 dollars. Two mounted policemen guarded the liquor, which had been landed from a smuggler's schooner, and, according to the statement of their commanding officer, "they were forty-eight hours without rest, badly bitten by mosquitoes, and at the same time suffering badly from thirst while surrounded by the where-withal to quench it."

How to Prevent Shininess.

The tailor who humorously declared that Mr. Hard Clothes-Brush was his best friend spoke the truth (says a writer in the "Daily Telegraph"). The shininess that is such a bugbear is the result of frictional wear. In so far as the friction can be eliminated, so also will the shininess. Those of us who are in business and have to sit for some hours daily on a chair with a wooden or horsehair seat should—this seems a counsel of perfection—get a cushion or cover. But not any sort. Therein lies the secret. The material must be a non-polisher, and must not be stretched tightly. The looser the better. Serge is a polisher, so also is ointment. The best non-polishing material is a piece of twill sheeting that has been washed several times. It would soon become grubby, of course, but not if it were dyed a dark colour—brown, for instance. An experiment, four months old now, has shown that twill will not "shine" cloth or serge. Where the shininess is due, not to frictional wear, but to pressing—the pushing down of the nap into the material—all the cure that is required is to stretch the material—all the cure that is required is to stretch the shiny portion quite tautly and then "burr" it up with a nail-brush damped with turpentine. Then, to open the web of the compressed material, rub it on the back a few times with a finger-nail. If the material has been made shiny by friction, the parts affected should be dabbed with a sponge squeezed out in cold water to which a few drops of ammonia have been added. Then, three hours later, hold a hot iron over the wet places, at such a distance—two inches or so—that the steam rises. Just before the steam ceases, give a quick, sharp brush to the material, and then put it aside to dry. The shininess will have departed.

HONGKONG

HONGKONG HOTEL, REFULSE BAY HOTEL,
PEARL HOTEL.

Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL,
KALEE HOTEL, MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS, LIMITED.

In association with the Grand Hotel
des Wagons Lits, Peking.

Tel. Kowloon No. 1. **PALACE HOTEL.** Tel. Address "Palace."
(Three minutes from Kowloon Ferry Wharf & Railway Station).
Entirely under British Management. Electric Light & Fans Throughout.
Every Room with Private Bath.
Lounge Bar & Billiard Rooms. Unrivalled Cuisine under the personal supervision of the Proprietor.
Terms moderate. Special terms to families on application to J. H. OXBERRY, Proprietor.

ASTOR HOUSE HOTEL.

Telegraphic Address: "ASTOR." Telephone Central 170.

13, QUEEN'S ROAD CENTRAL.

A first class Hotel centrally located, large and airy rooms, completely renovated and refurnished. New Dining Room for Meals and la Carte. Excellent Cuisine. Monthly Tickets for Tiffin and Dinners. Under entirely new Management.
For further particulars apply to H. TELLES JORGE, Manager.

ADELPHI HOTEL.

SINGAPORE

Remodelled and Redecorated.
THE RENDEZ-VOUS OF THE SMART SET
TEA DANCES
EVERY TUESDAY
DINNER DANCES
EVERY WEDNESDAY AND SATURDAY
Specious Lounge Palm Court
Roof Garden—Cinema
The ONLY HOTEL IN SINGAPORE
Aired Throughout with Modern Sanitation.

Cables: Adelphi

ADELPHI HOTEL LTD.
HARRY H. WILLIES,
Managing Director

KING EDWARD HOTEL.

CENTRAL LOCATION.
ALL ELECTRIC TRADING Base Expenses. Electric
Lifts, Fans and Lighting. European Bath
and Sanitary Fittings. Hot and Cold Water System
throughout. Best of Food and Service.
Tel. Central. Telegraphic Address: "VICTORIA"
7, WYNDHAM STREET, SINGAPORE.

MASSAGE

Mr. SHIMIDZU
Mrs. HONDA
No. 21, Wyndham Street.
Tel. 4924

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two slipways and can
accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hongkong. Tel. Central No. 459.
Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Tel. Kowloon No. 9.
Estimates furnished on application.
Hongkong, April 1, 1924.

ASAHI BEER

Sole
Agents:
MITSUI
BUSSAN
KAISHA.



1926 Model 4-Cylinder



Complete for the Road.

5 BALLOON TYRES.

\$1,250 Hongkong.

For Full Particulars Apply

UNIVERSAL AUTO SUPPLY CO

A.P.C. Building, 1st Floor.

74, Canton Road.

ATTRACTIVE ADVERTISING



LET US SHOW YOU OUR FREE ILLUSTRATIONS

UP-TO-DATE DESIGNS FOR EVERY LINE
OF BUSINESS.

"The China Mail"

HONGKONG'S OLDEST NEWSPAPER

No. 5, Wyndham Street. Telephone C. 22.

NESTLES
FRESH MILK
STERILISED
IN ITS
NATURAL STATE
(NOT CONDENSED)
FROM RICH NORWEGIAN PASTURES.



The China Mail

ESTABLISHED 1845

NESTLES
FRESH MILK
STERILISED
IN ITS
NATURAL STATE
(NOT CONDENSED)
READY FOR DRINKING



HONGKONG, THURSDAY, MARCH 25, 1926.

THE BLUE FUNNEL LINE
REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.
"SARFEDON" 7th Apr. Marseilles, London, Rotterdam & Glasgow.
"RHEINOR" 20th Apr. Marseilles, London, Rotterdam & Hamburg.
"PACIFIC" 18th May Marseilles, London, Rotterdam & Glasgow.
"THOR" 18th May Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.
"EXON" 1st April Genoa, Marseilles, Havre, Liverpool & Glasgow.
"TIGER" 20th April Genoa, Marseilles, Havre, Liverpool & Glasgow.
"MORRIS" 1st May Genoa, Marseilles, Havre, Liverpool & Glasgow.
"LYONS" 20th May Genoa, Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
via Kobe & Yokohama.
"TALITHY" 6th Apr. Victoria, Vancouver & Seattle.
"PHILOTTES" 21st Apr. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"GUTHRIE" 9th Apr. New York, Boston & Baltimore.
"DIOMED" 7th May New York, Boston & Baltimore.

PASSENGER SERVICE.
"SARFEDON" 7th April Singapore, Marseilles & London.
"PHOEBUS" 18th May Singapore, Marseilles & London.
"ANTHOS" 7th June Singapore, Marseilles & London.
"HERCULES" 14th July Singapore, Marseilles & London.
"SARFEDON" 8th Sept. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passenger rates and information apply to:—
Butterfield & Swire.
Agents.

CLASSIFIED ADVERTISING

Twenty-five words three insertions
5, Wyndham St. prepaid \$1. Every additional word
four cents for three insertions. Phone Central 22.

TO LET.
TO LET—4, Birchwood Road, Tooting, Bec Common, Streatham, London, S.W. 17. A Modern house facing Common, 4 bed-rooms, 2 sitting rooms, kitchen, garden. Fitted with electric light, gas stove and fire grates. Plainly furnished, blankets. Silver and linen could be provided. Rent three guineas a week. Reply Box No. 396, c/o "China Mail."

WANTED.
WANTED—To rent flat at Repulse Bay for Season. Apply BOURCHIER, 10, The Peak.

MISCELLANEOUS.
YOUR visiting cards neatly and promptly printed—"China Mail" Office, No. 5, Wyndham St., Telephone Central 22.

ON or About MARCH, 1926.
WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "French Building" ex "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to—
BANQUE DE L'INDO-CHINE, Chater Road.

ELECTRICAL MASSAGE
BABA FUKI
No. 13 Wyndham Street.
新加坡電氣按摩師

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions—

THE Undersigned have received instructions to sell by Public Auction on

FRIDAY, the 26th March, 1926, commencing at 11 a.m. at their Sales Room, Duddell St.

A Quantity of
HOUSEHOLD AND OFFICE
FURNITURE.

ALSO
One Case Curry Powder
Two Cases Stubs
One Bag Sharkfins

AND
A Lot of Miscellaneous Goods.
LAMMERT BROS.,
Auctioneers.

ON
FRIDAY, the 26th March, 1926, commencing at 11 a.m. at their Sales Room, Duddell St.

4 Lawn Mowers
1 Electrical Saucepan
4 Electrical Hair Dryers
4 Hot Pads (Electrical)
5 Electrical Percolators
2 Electrical Chafing Dishes
7 Metal Stands

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, 25th March, 1926

ON
MONDAY, the 29th March, 1926, commencing at 2.30 p.m. at No. 4, Glenealy

A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

ALSO
One Piano by "Hof & Co."
Berlin
One Cabinet Victrola
A Fine Collection of Selected Records.
Several Pieces of Blackwood Furniture

Catalogues will be issued.
On View from Sunday, the 28th March, 1926.

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, 25th March, 1926.

ON
TUESDAY, the 30th March, 1926, commencing at 5.15 p.m. at their Sales Room, Duddell St.

A VALUABLE COLLECTION
OF POSTAGE STAMPS.
(Full Particulars from Catalogue).
On View from Monday, the 29th March, 1926.

Terms—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, 25th March, 1926.

NOTICE.

THE HONGKONG SOCIETY
FOR THE PREVENTION OF
CRUELTY TO ANIMALS.

ANNUAL MEETING.

THE ANNUAL MEETING will be held on MONDAY, 29th March, 1926, in the Board Room of Messrs. Jardine, Matheson & Co., at 5.30 p.m. to pass and adopt the Accounts for the year 1925 and to elect Officers, etc.

Will anyone willing to join the committee or take office please send their names to the undersigned.
F. L. FROST
President & Hon. Secretary.
Hongkong, March 22, 1926.

that the British ratification of the Opium Agreement and Convention was signed at Geneva and deposited with the League of Nations on February 17. So far as the Government was aware no foreign Power had yet ratified the Agreement or the Convention. He pointed out that the Convention would not come into force until ratified by ten Powers and the Agreement would not be enforced till the League had received the ratification of two Powers.

GERMANS' DEMANDS.

PROPERTY OF THE LATE RULERS.

PLEBISCITE ON CONFISCATION.

(Reuter's Service.)

Berlin, March 24.
According to provisional official figures 12,500,000 people have signed a demand for a plebiscite on whether the property of the ex-Rulers should not be confiscated without compensation.

Fifty per cent. of the total electorate, or about 20,000,000, must vote in the plebiscite, but it is doubtful whether this figure will be reached and consequently the ex-Kaiser and his colleagues need not be particularly alarmed.

Printed and published for the concerned by GEORGE WILLIAM CARR, BURNETT, Managing Editor, at 5, Wyndham Street, Hongkong.

TELEPHONE HANDBOOK

NOW ON SALE

AT THE

PUBLISHERS.

5, Wyndham Street,
Hongkong.

COAL COMMISSION.

GOVERNMENT READY TO
ACCEPT REPORT.

SUBSIDY MUST END.

(Reuter's Service.)

London, March 24.

At a conference between Mr. S. Baldwin, Prime Minister, and representatives of the coal owners and miners, Mr. Baldwin declared that the Government would accept the Coal Commission's report and legislate thereon if the owners and miners would accept the report.

Mr. Baldwin emphasised that the subsidy must be ended by April 30, but if the owners and miners reached an agreement by May 1, the Government would consider temporary assistance, in the worst districts.

OPIUM AGREEMENT.

RATIFIED ONLY BY GREAT
BRITAIN.

WAITING FOR NINE MORE.

(Reuter's Service.)

London, March 24.

In the House of Commons, replying to Viscount Sandon (Conservative, Shrewsbury), Sir Austen Chamberlain, Secretary of State for Foreign Affairs, said

on the sand which we are told cannot last. It will pass like everything else in this world and soon be forgotten, but until it does we must try to put up with the day of smaller things.

Two Lakhs Carried Forward.
"I now beg to propose that the report and accounts as presented be adopted and passed and that the balance at credit of profit and loss account of \$222,647.53 be carried forward to next year's account. When that has been seconded I shall be pleased to answer any questions from shareholders."

Mr. H. P. White seconded. Mr. Kelly Sayce put his questions and then the motion was carried unanimously.

Other business comprised:—
Re-election of the Hon. Mr. P. H. Holyoak, Mr. H. P. White, and Mr. Allan Cameron (retiring members of the consulting committee)—proposed by Mr. D. W. Munton, seconded by Mr. M. A. Figueiredo.

Election as auditors (at a fee of \$350 each) for the current year, of Messrs. Linstead and Davis, and Messrs. Percy Smith, Smith and Fleming—proposed by Mr. Kelly Sayce and seconded by Mr. J. Toppin.

The meeting then concluded, the chairman thanking those present for their attendance.

ROPE CO. QUERIES.

(Continued from Front Page.)

Houses Built On Sand.

"Work at the new factory in Kowloon has of course suffered from the prevailing conditions in the Colony, money and labour both being scarce. On buildings we have spent \$321,087.43 and we estimate it will take about the same amount to complete the factory. For new plant for this factory we have spent \$100,123.22 the principal items being:—rope, spinning and waste machines, electric motors and trucks, shaftings, and workshop machines. Against this expenditure we have the final call of \$5 per share due on July 2, 1926.

"But we must not let ourselves be too depressed by the statement now presented. We are going through an abnormal state of things brought about by the shortsightedness of people in power who do not realise that attempts to ruin their neighbours only recoil on themselves and that the trade of Hongkong will continue to expand and prosper no matter what part Canton may take in it. Such attempts to injure us as this boycott at Canton may put the Colony to temporary loss and inconvenience but they are fundamentally unsound. They are like houses built

INWARD MAILS.

FROM FRIDAY, MARCH 26.
Canada, U.S.A., Japan, Shanghai & London via Canada (London 19th Feb.)
Japan (Shanghai)
Manila
EUROPE via Negapatam (Letters only London 25th Feb.)
SATURDAY, MARCH 27.
Australia and Manila
SUNDAY, MARCH 28.
Manila
EUROPE via Negapatam (Letters only London, 25th Feb.)
Glenashane

OUTWARD MAILS.

FOR THURSDAY, MARCH 25.
Formosa
Fort Bayard, Hoihow & Haiphong
Hoihow & Haiphong
Manila, Siam, Australia and New Zealand via Thursday Island & due Thursday Island 7th Apr. Parrels 5 p.m. Registration (24th Mar.) 5.40 a.m. Letters 10.30 a.m.
FRIDAY, MARCH 26.
Straits and Calcutta (Parrels Noon. Letters 1 p.m.)
Manila
Shanghai
Batavia, Samangan and Sourabaya
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles 24th April. Registration 2.45 p.m. Letters 3.30 p.m.
Kushimi Maru

*Correspondence bearing vessel's name only.

QUEEN'S SUPER CINEMAS
TO-DAY FOR 8 DAYS ONLY
Presenting
"MONNA VANNA" With Special Music
A Continental Production
Founded on
MAETERLINCK'S Famous play
SCENES: VENICE—FLORENCE—PISA
20,000 Performers
ORDINARY PRICES

THE STAR
TO-DAY TILL SATURDAY
VICTOR McLAGLEN
in
"THE HUNTED WOMAN"
WILLIAM FOX SPECIAL PRODUCTION

THE WORLD
TO-DAY at all SHOWS
LEWIS STONE
in
"CYTHEREA."

BUSINESS DIRECTORY

Bookbinders.
"THE CHINA MAIL" Bookbinders.
No. 5, Wyndham Street.

Dentist.
HARRY FONG, Dentist.
1st floor, No. 74, Queen's Road Central. Tel. Central No. 2255.

Engineers & Shipbuilders
W. S. BAILEY & CO., LTD.,
Engineers and Shipbuilders
Kowloon Bay.
New Work & Repairs.
Call Flag "L"
Sole Agents for Kelvin Motors.

Importers & Exporters.
KWONG SUN & CO., 68, Queen's Road Central, Ho Chi Chung (Manager), Kwong King Him (Asst.). Tel. Central 3188.

Land & Estate Agents.
FUNG YICK CHO, Land & Estate Agents.
Tel. Central 311-1987.
35, Queen's Road Central.

Modistes.
MADAME FLINZ,
31, Queen's Road Central.
Tel. Central 585.
(Latest Parisian models)

Optician.
N. LAZARUS.
Hongkong's ONLY European Optician. Modern sight testing equipment, prompt repair service. We duplicate any lens. Manager R. A. Cooper. Qualified Sight Testing Optician by Ophthalmic Government Exam. 12, Queen's Road Central.
Phone 2232.
68, Queen's Road Central.

Photographers.
MEI CHEUNG, Photographer.
23, Ice House Street.
Beaconsfield Arcade Branch.
Developing & Printing under taken.

Printers.
"THE CHINA MAIL" General Printers.
Publishers and Bookbinders.
5, Wyndham Street. Tel. C. 22.

Ship Chandlers.
E. HING & CO.,
25, Wing Wo St. Tel. C. 1116.
Metal Merchants and Ship Chandlers.
Managing Director—Mr. H. CHIN.